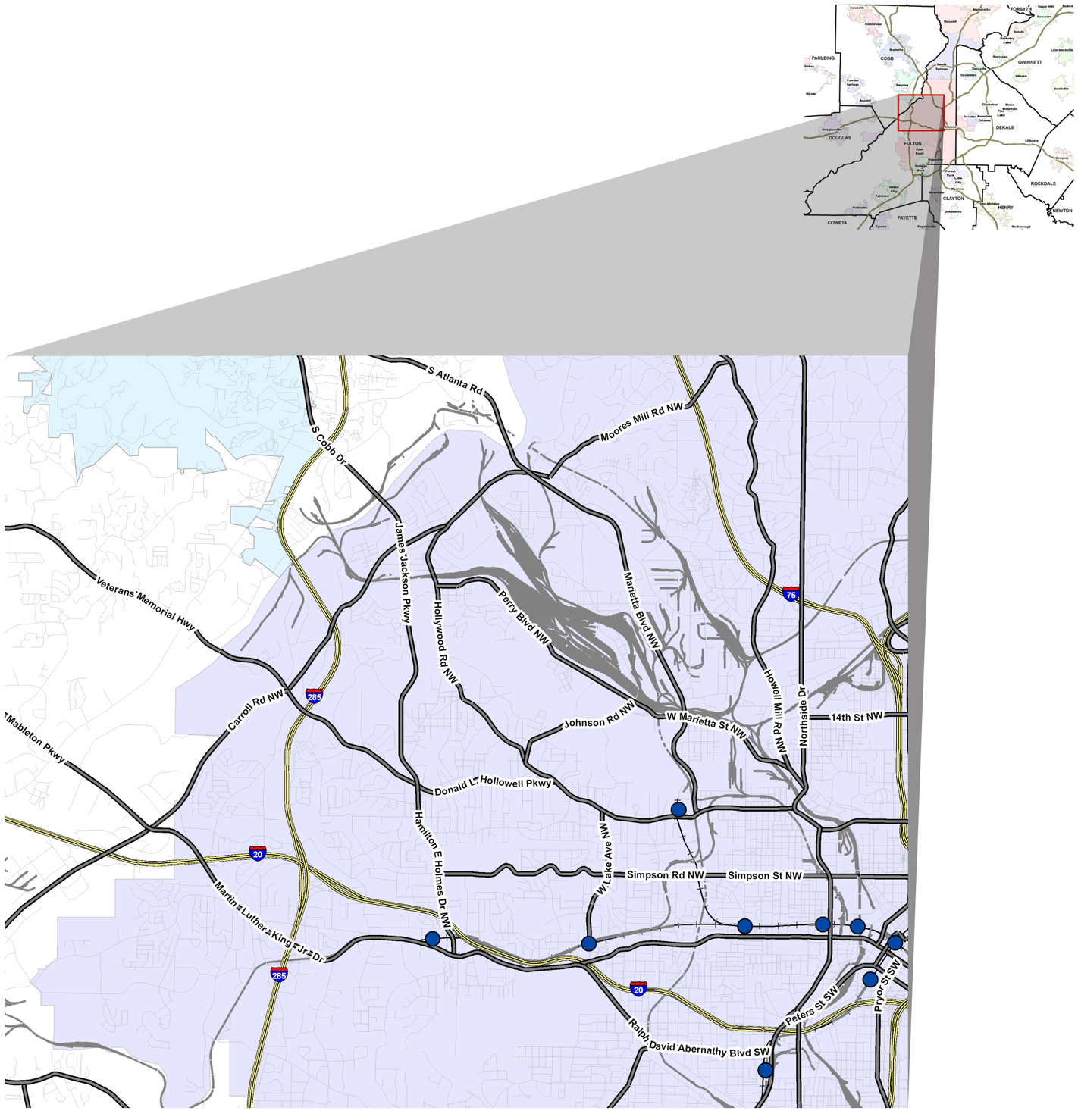

Fall 2007

BLUEPRINTS FOR SUCCESSFUL COMMUNITIES WESTSIDE STUDIO

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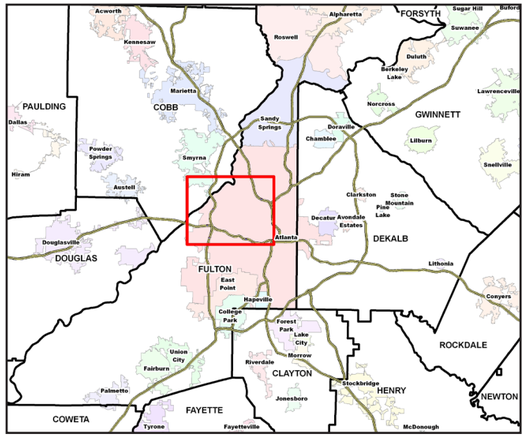
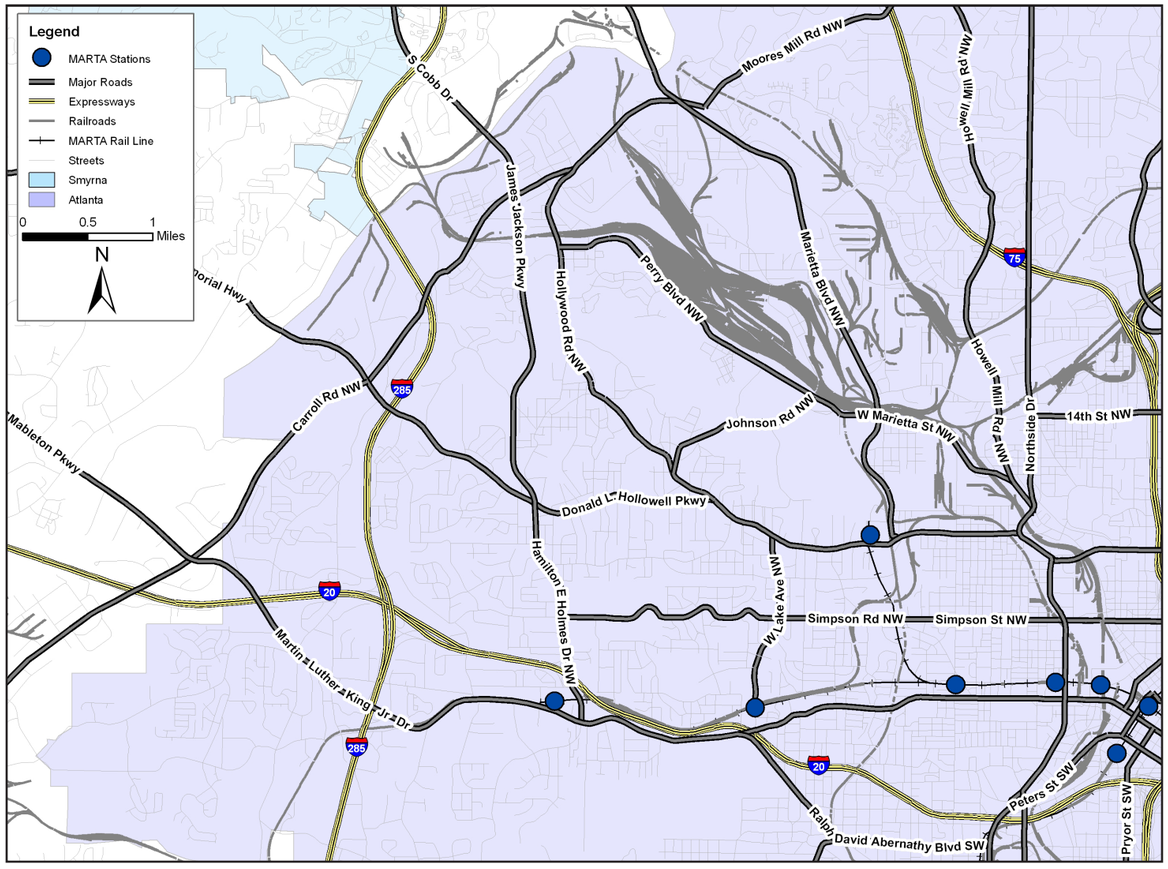
Saskia Benjamin, Georgia Conservancy

INTRODUCTION





Source: GIS data provided by the Georgia Tech Center for GIS.

Executive Summary

The Georgia Conservancy and the Georgia Institute of Technology's College of Architecture have partnered to undertake a "Blueprints for Successful Communities" study for the Westside of the City of Atlanta. The Blueprints study area followed the boundaries defined by Atlanta BeltLine Inc. in conjunction with its BeltLine planning process. This area covers almost one quarter of the City of Atlanta, with the approximate physical boundaries of Northside Drive to the east, Interstate 20 to the south, the city limits to the west and Marietta Boulevard to the north. This area includes all or portions of Neighborhood Planning Units D, G, H, I, J, K, L and T. Westside neighborhood members and community leaders were central to Blueprints planning process and helped to identify the assets and challenges and community visions for the Westside. This process included a series of community meetings as well as an all-day urban design charrette with students in Georgia Tech planning and architecture studios.

Under the guidance of Georgia Tech Associate Professor Michael Dobbins the planning and architecture students reviewed existing Westside planning documents, working to synthesize plans that have been underway since the 1990's. Additionally, students explored the Westside by car, bike, and foot in order to experience and document existing conditions firsthand. This work was the starting point for exploring Westside resources, future planning opportunities, and specific community recommendations for the Westside. The resultant Atlanta Westside Framework Plan will be incorporated into a "Blueprints for Successful Communities" report. This Blueprints report can be utilized as a reference tool and guide for the Westside communities in their ongoing dialog and relationship with developers, city officials, citizen advocate organizations, the Atlanta Housing Authority (AHA), the Atlanta Development Authority (ADA), Atlanta Beltline, Inc. (ABI), as well as the many other Westside stakeholders. The report will be electronically accessible from the Georgia Conservancy website. Additionally, hard copies will be held by both the Georgia Conservancy and Georgia Stand-Up.

The City Planning Studio explored Westside planning opportunities within the framework of Housing, Transportation, Land Use, and Environmental subgroups. Students within these disciplines sought to balance development and redevelopment proposals with the preservation and enhancement of the Westside's existing assets. The overarching goal of each discipline was to propose methods to encourage vibrant walkable and well-connected communities. This report presents Existing Conditions, Issues, Possibilities, Resources, and Recommended Actions for the Housing, Transportation, Land Use, and Environmental sections. Concurrent to the work of the Planning Studio, the Architecture Studio created preliminary programs and designs for key sites within the Westside. These proposals largely focus on Westside Park, the development and rendering of street typologies, and the creation of nodes of mixed-use development. These efforts explore how built space might support the further development of the BeltLine Framework Plan. The work of the two studios has been combined into this final report.

Executive Summary

Land Use
The Westside study area is mostly comprised of single-family neighborhoods, with areas and corridors of industrial development scattered within these neighborhoods. Land use challenges for the Westside include a lack of shopping opportunities and amenities. Each studio reviewed existing land use conditions and responded by depicting possibilities for the addition of mixed-use development at busy intersections and along existing commercial corridors. The City's Quality of Life Zoning, which includes urban design guidelines and incentives for inclusion of affordable housing, has already been adopted by the city of Atlanta along Donald Lee Hollowell Parkway and is recommended for proposed areas of new development at intersection nodes and along existing commercial corridors. Development proposals and studio explorations of the new corridor potential have been considered with the overarching goal of connecting people to parks, amenities, and other parts of the city. Policies and community action plans are proposed that empower the Westside communities as they face decisions and challenges surrounding the closing and eventual redevelopment of several public housing properties, which will have significant effects upon the adjacent communities. New types of Quality of Life Zoning are proposed and new housing types are explored in to allow those with low income to realize the possibility of home ownership in a changing Westside housing market. Resources and contacts for affecting change in Westside land use policy are included in the appendix.

Housing and Community Development
Residential areas within the Westside study area are largely comprised of single-family neighborhoods with one-story ranch homes built during the 1960s and 1970s. Within community meetings, much concern was voiced surrounding the types of infill housing being built within the study area. The prevention of "out-of-place" infill houses was a primary goal considered in the studio process. Additional single-family and multi-family development have been accommodated by focusing new development in mixed-use nodes along corridors and in close proximity to public transit. The provision of low-income and affordable housing is also a vital issue facing the residential sector of the Westside study area. The recent increase in infill development, as well as the mortgage/foreclosure problems occurring throughout the nation, has had an undeniable affect housing affordability and neighborhood character within the Westside. The planned closing of the public housing projects located in the Westside study area by the Atlanta Housing Authority, including Bowen Homes, Hollywood Courts, and Bankhead Courts, highlights additional the challenge of minimizing the effects, upon both individuals and the adjacent neighborhoods, of the displacement of over 2,000 Westside residents.

Transportation
The transportation network on the Westside provides connections between neighborhoods, parks, schools, shopping centers, jobs, and other essential locations. But the transportation network also provides regional connections. Transit and roadways not only serve local residents and businesses but also traffic passing through the Westside. The studio considered the Westside's transportation network wholistically, with the belief that it should provide for the safe and efficient movement of not only cars, trucks, and buses; but also pedestrians, and bicyclists. Recommendations include an exploration of rail transit options and typologies for better understanding and managing the Westside's street network. A descriptive street typology provides a means to consider the street network as it interacts with the character of surrounding development. The descriptive typology reflects the idea that "design dictates use," in which street design is considered a primary influence on the actions of road users. A Westside typology was developed based upon existing street characteristics, such as traffic volume, sidewalk availability, transit routes, as well as upon adjacent land uses. This descriptive street typology provides a framework for creating a more seamless transportation system on the Westside that facilitates multi-modal travel. Existing Westside transit service, particularly rail transit, does not provide the adequate transportation options for a growing and well-connected Westside. Transit proposals focus on providing both local and regional connections. An extension of the MARTA line from Bankhead along Perry Boulevard to Cobb County Based is proposed based upon both traditional transportation analysis and upon community feedback during the Blueprints meetings. This extension represents a fulfillment of the promise of MARTA to extend rail to the former Perry Homes site, which is now the site of West Highlands. Additionally, transit proposals are congruous with land use recommendations to concentrate future development around transit nodes and preserve the character of the Westside's existing single-family neighborhoods.

Environment
The Westside of Atlanta has a wealth of greenspace amenities. These include both natural systems, such as Proctor Creek, as well as a variety of park facilities. Additionally, the Westside has several notable cemeteries that add to the area's greenspace holdings, while also preserving historic and cultural values. Greenspace amenities exist on both public and privately owned land and should be further protected through both management of existing holdings and new acquisitions. Management of parks on the Westside appears to focus largely upon active recreational values and uses. Consequently there is the potential to reassess how residents use and envision their greenspaces and the potential to place a greater emphasis on passive recreational greenspace values of nature preserves and greenways. This has been explored through the identification of undeveloped lands with environmental amenities that are adjacent to existing park holdings. Community feedback during Blueprints meetings indicated support for greater preservation of natural systems within the Westside. As Proctor Creek runs along or through several city parks, there is the potential for city management to place greater emphasis on Proctor Creek as a natural connection within the Westside. Additionally, utility and corridors that run from Westside Park to the Chattahoochee River present the opportunity for greater connectivity between Westside greenspaces and adjacent neighborhoods.

A significant Westside environmental issue is the prevalence of brownfield sites, such as underground storage tanks, which can be found throughout the study area. A brownfield is a general term that applies to any property where soil or groundwater is contaminated with industrial chemicals, petroleum, or human waste. The City of Atlanta has 46 sites on the Hazardous Site Inventory, 19 of which are located in the Westside study area. Each of which is in a various stages of cleanup and redevelopment. These efforts reveal the increasing economic interest in Westside Atlanta.

Summary
The proposals of the four sub-areas were produced through a collaborative and multidisciplinary effort. The Westside study area is atypical of studio projects in its inclusion of such a large portion of the city. Although a smaller, more concentrated study area might have produced more actionable plan, it would not have created a document that provided the community with such a comprehensive overview of the challenges, assets, and interconnections of Westside planning issues. Communication between the Westside Neighborhood Planning Units and the community and faith leaders, as well as the tremendous support and diplomatic efforts of the Georgia Conservancy provided the Georgia Tech studios with the opportunity to participate in the to creation of a community vision for the Westside. It is the hope of those who have participated in this process that the final report becomes a tool that the Westside can utilize in further exploration, articulation, and implementation of this community vision.

Industry & Commerce

Westside Atlanta was central to the economic rejuvenation that occurred in Atlanta after the Civil War. The Norfolk Southern Inman Yards and CSX railroad terminals that converge in this area attracted a heavy industry and warehousing district that supported the industrial needs of the region. Westside Atlanta flourished as an industrial hub through the 1960's, connecting Atlanta with the other commercial centers. However, economic and demographic trends of the mid-twentieth century led to changes within the Westside. People began to move to the suburbs in greater numbers and the area's core industries began to decline. Many of the industrial buildings were abandoned due to out-sourcing and changes in warehousing needs. The Neighborhoods On Gun Club Road and Perry Road suffered from the location of a city landfill, which brought externalities such as odor and high volumes of truck traffic, which further compounded the heavy truck traffic associated with both the railroad yards and the Bellwood Quarry.

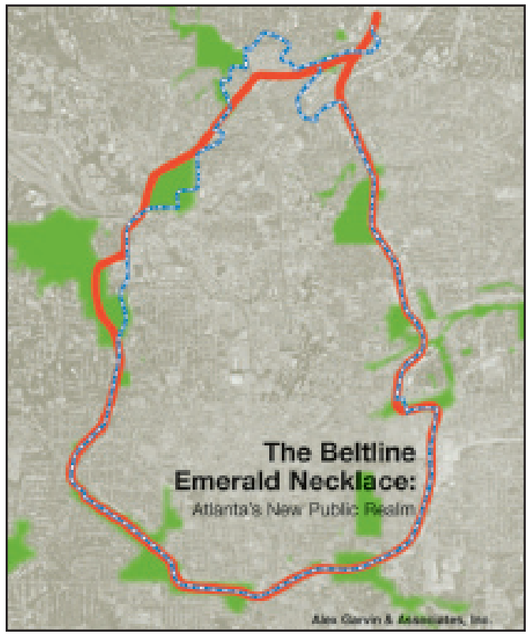
Infrastructure- Existing & Vacant Buildings

Infrastructure Ripe for Restoration

Businesses and industry that closed left behind many vacant lots and buildings. Some are both visually stunning and architecturally significant. Community pride has led to the preservation of several historic several landmarks within the Westside community. However, there exists much potential to further build on these community assets. Several buildings on the Historic Register are currently being renovated. One such gem is the old Carnegie Library on Donald L. Hollowell Parkway. The building directly behind the Carnegie Library is an abandoned school that the Board of Education plans to sell. This presents an opportunity to use historic preservation as a catalyst for redevelopment.

Neighborhoods and Churches

The Donald L. Hollowell Parkway, Hollywood and Bolton Road corridors began to develop around 1872 when a streetcar line was extended from present day downtown Atlanta to the Chattahoochee River. These corridors created the thriving neighborhoods of Almond Park, Carey Park, Collier Heights, Center Hill Grove Park and Watts Road. Beautiful linear pocket parks can be found within several neighborhoods. Attractive churches and granite, brick and clapboard homes are found throughout the study area. The many churches within the study area provide an examples of civic structures which are ingrained within the fabric of the existing neighborhoods.



Parks & The BeltLine

Parks

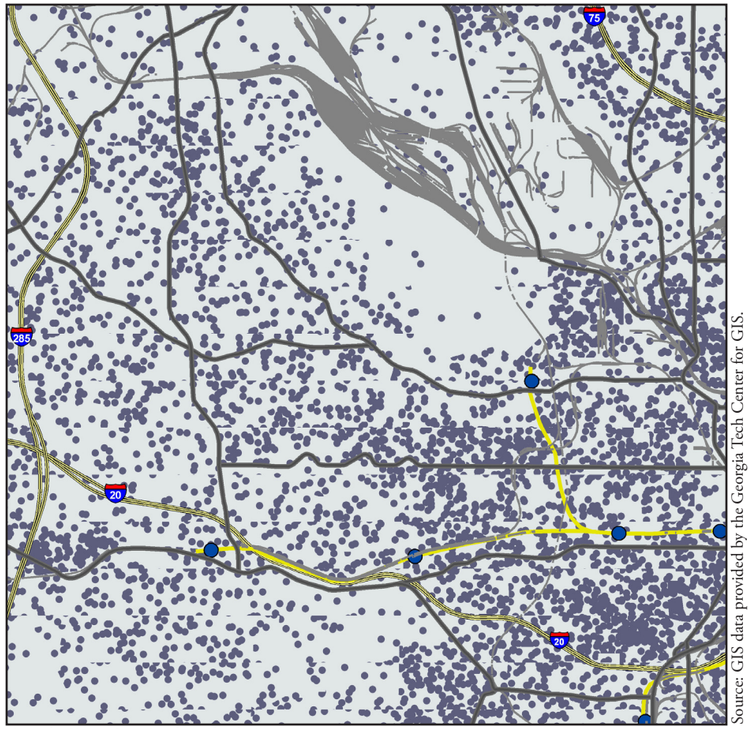
Due to new development and recent increases in Westside property values communities are beginning to revisit the roles that green spaces play within the community. Additionally, there is a renewed interest in bringing multi-modal paths into the fabric of the community, connecting neighborhoods and creating alternative modes of travel. An abandoned mall site at the intersection of Bolton Road and Marietta Boulevard is about to be redeveloped with a Publix Grocery Store as its anchor. Within the development community there is a resurgent interest in infill development and the renovation of existing homes. Neighborhood parks, such as Maddox Park shown here, are remarkable assets that are capable of both attracting and influencing the quality of new development.

The BeltLine and Westside Park

Around 2003, a newly proposed Atlanta transportation plan began to gain favor with City government and the private sector. This proposal, The BeltLine Redevelopment Plan, proposes to create a multi-modal ring around the City following existing and often abandoned rail lines. The BeltLine initiative, one of the most comprehensive economic development efforts undertaken in the City's history, has placed a new focus on Westside Atlanta as an integral and vital player in the overall economy and fabric of the City, bringing renewed community interest in preserving affordable workforce housing, pedestrian mobility, historic preservation, environmental remediation and corridor/nodal revitalization.

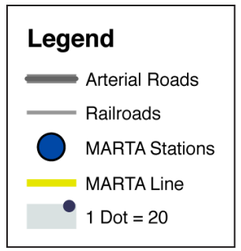
The old landfill on Perry Road has been closed for some time and is now a grassy knoll. Amid the resurgence of interest in Westside Atlanta, Bellwood Quarry was purchased by the City of Atlanta in June of 2006. This new development will bring many acres of green space to the neighboring communities. Westside Park is the new name that has been given to the purchase area. It will encompass approximately 300 acres, including the 50-acre drinking water reservoir, and will become the largest park in the City.

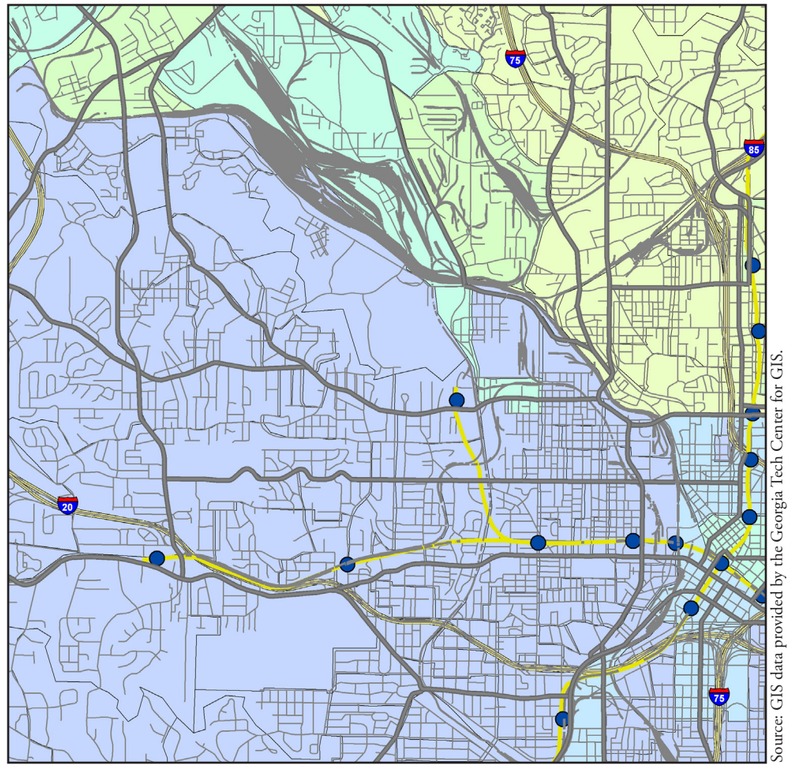
Demographics



Source: GIS data provided by the Georgia Tech Center for GIS.

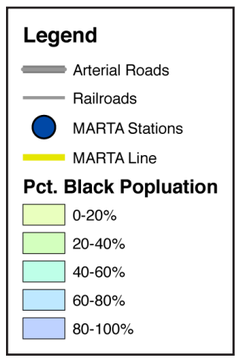
Populatiion Density by Block Group.





Source: GIS data provided by the Georgia Tech Center for GIS.

Percent Black Population by Block Group.



Population

According to the 2000 Census, there were 59,237 people located in the Westside Study Area. The population is mostly black (96.6%), with only a small portion being white (2%). For the total population, the median age is 36.25 years old.

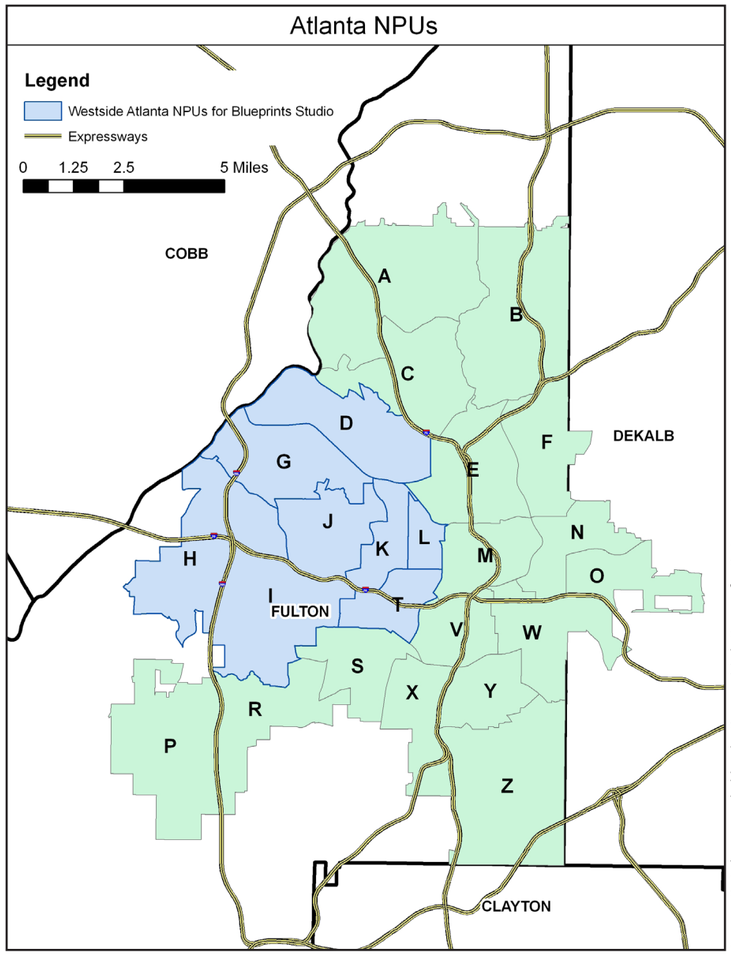
The Atlanta Regional Commission (ARC) has done population projections from 2000 to 2030. According to the ARC, there were a total of 61,937 people in the Westside study area. The ARC projects there to be 87,724 people in 2030—an increase of 29.4%— with the majority of the increase in population occurring in 2025 and 2030.

Housing Units

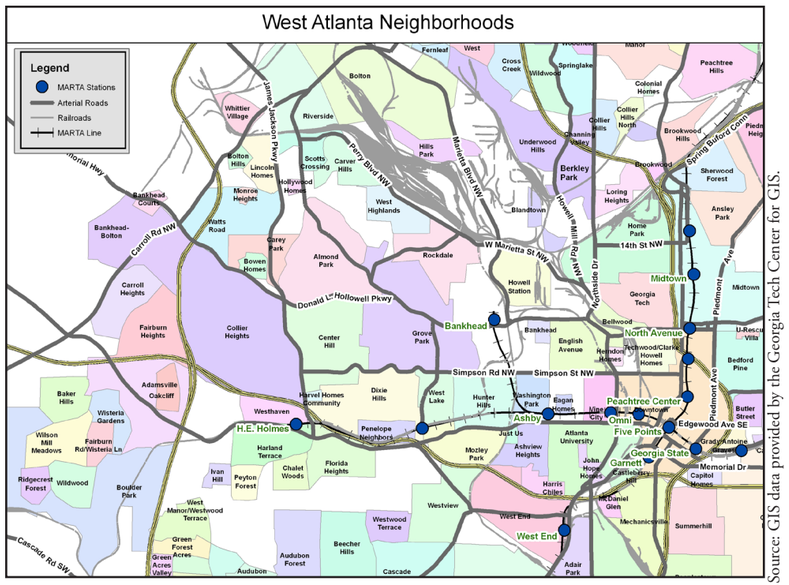
In 2000, there were 22,580 housing units. The large majority of these units are occupied (86%). Of these occupied units, 33% are owner-occupied and 53% are renter-occupied. The majority of occupied units are 1-person (26.7%) and 2-person households (23.3%). Of the vacant units, 30% are for rent while only 6.5% are for sale. The remainder of the vacant housing units are abandoned by their owners.

Households & Families

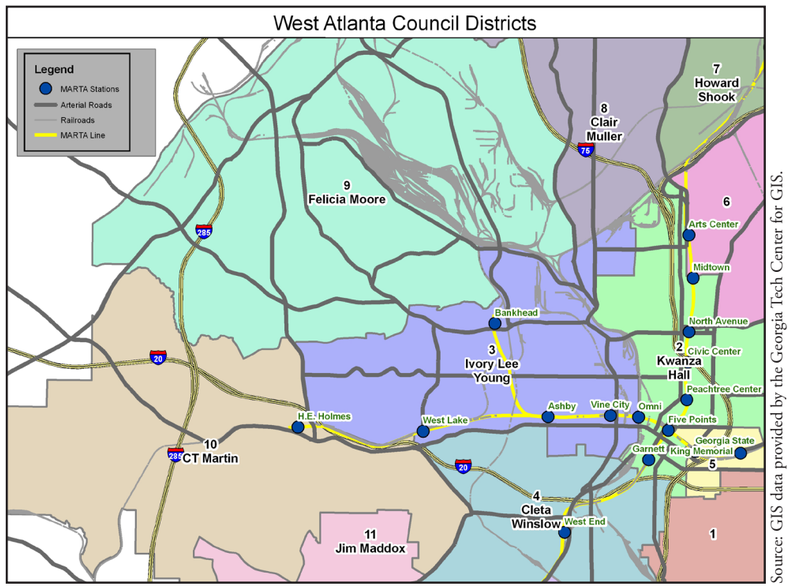
As of 2000, there were 19,414 total households with 50,587 people in these households. The average household size was 2.49 people.



Source: GIS data provided by the Georgia Tech Center for GIS.



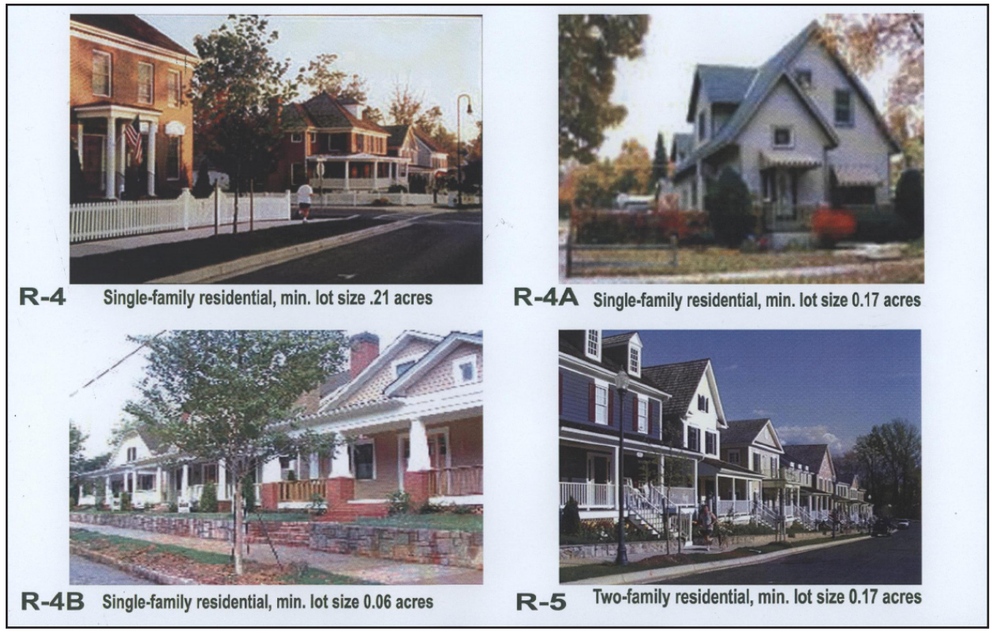
Source: GIS data provided by the Georgia Tech Center for GIS.



Source: GIS data provided by the Georgia Tech Center for GIS.

Westside Study Area Boundaries

The Blueprints study area followed the boundaries defined by Atlanta BeltLine Inc. in conjunction with its BeltLine planning process. This area covers almost one quarter of the City of Atlanta, with the approximate physical boundaries of Northside Drive to the east, Interstate 20 to the south, the city limits to the west and Marietta Boulevard to the north. This area includes all or portions of Neighborhood Planning Units D, G, H, I, J, K, L and T.



Quality of Life Zoning

The City can encourage, control and support development along major corridors through the use of QOL zoning codes, overlay districts and incentives.

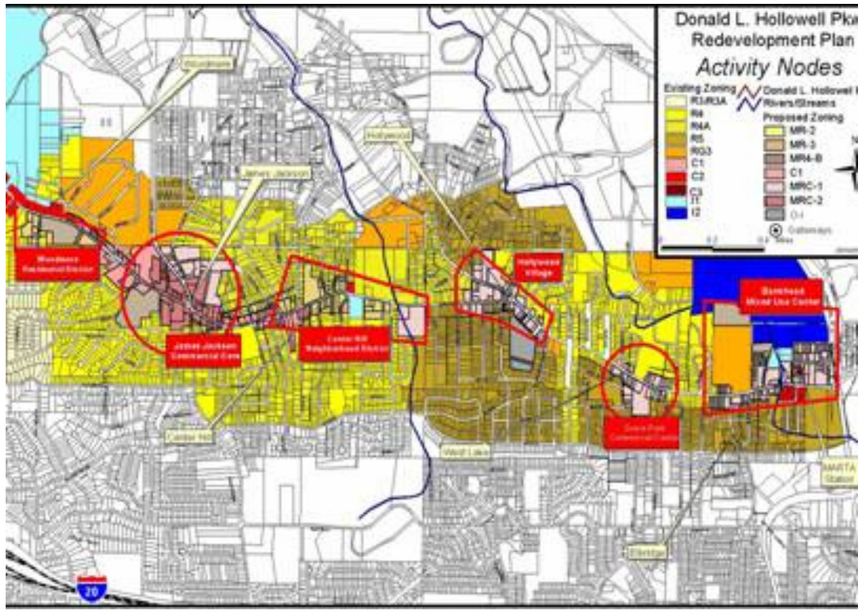
The character of the redeveloped corridors can be improved with the use of the QOL zoning codes. There are incentives for developers in place in the City for using the QOL zoning codes. The QOL zoning codes include form-based design related to building fenestration, streetscapes, approved lighting, landscaping and building material specifications.

Single family residential zoning is characterized by lot size, setbacks, minimum square footage of lot coverage, maximum building height.

An additional zoning category may be needed to provide attractive and safe affordable housing. The housing model would accommodate clusters of 8 to 10 Katrina-style homes which would be across the street and surround a pocket park. This type of zoning would need to be sensitively placed either on infill within neighborhoods with small lots or within a Node with mixed use as a transition from more commercial to the single family neighborhood beyond.

b R-4C- Addition to Quality of Life (QOL) zoning categories which will allow smaller lots (minimum lot size 1,500 square feet with minimum frontage of 30 feet and depth of 50 feet) which could accommodate “Katrina Cottage” villages that are across the street from “pocket” parks and have a minimum 8 foot deep front porches.

Quality of Life Zoning Code


Donald L. Hollowell Pkwy
Redevelopment Plan
Activity Nodes
Existing Zoning
R1/R3A
R4
R4A
R5
RG3
C1
C2
C3
IT
I2
Donald L. Hollowell Pkwy
Rivers/Streams
Proposed Zoning
MR-2
MR-3
MR4-B
C1
MRC-1
MRC-2
O-I
Gateways
Hollywood Village
Stanton Mixed Use Center
Joseph Jackson Commercial Core
Center Hill Neighborhood Focus
Grove Park
Hollywood
Joseph Jackson
Center Hill
Grove Park
Stanton
Heritage
Westside Park
Westside Parkway
Westside Trail
Vine City
Vine City
Vine City

2006 Simpson Road Corridor
Redevelopment Plan

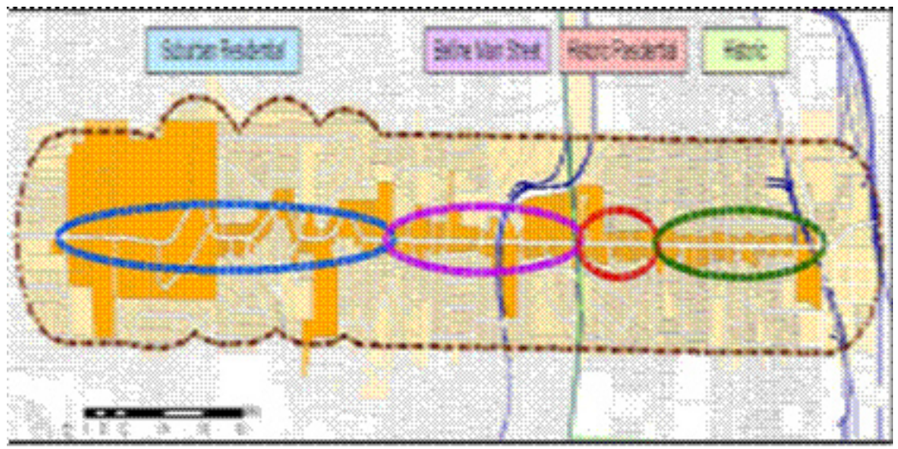
Quality of Life (QOL) Corridors

New MR Districts (QOL Mixed-Use-Commercial/Residential)
Any QOL zoning district should be primarily low-to-mid-rise residential, with a maximum residential FAR of 3.196.Non-residential uses should be restricted to 20% of residential floor area and restricted to the first floor. These uses should also be restricted in size to neighborhood-serving businesses. Certain nonresidential uses, such as truck stops, automobile service stations, funeral homes, car washes, and similar uses should be prohibited.

Transitional Height Plane Adjacent to "R" districts
All proposed MR and MRC districts should be subject to the Transitional Height Plane requirements adjacent to R (Single-family) zoning districts. This will ensure a set-down in building scale and prevent the blockage of light onto single-family homes.

These Simpson Road concept plans depict the mixed use at nodes that can provide models that will inform similar components at the other nodes proposed by the Westside study.

Quality of Life Zoning Code



Simpson Road Urban Design Land Use Pattern Categories

Quality of Life (QOL) Corridors

The entire stretch of Simpson Road and Simpson Street is bounded by stable historic neighborhoods which are dominated by single-family residences, even though a significant number of properties abutting the Simpson corridor are in extreme disrepair. Simpson Road character is indicative of several other roads in the Westside study area. Many historic land use patterns should be maintained and improved. The bungalow-style housing in this area should be preserved and infill housing should maintain similar character.

Historic Mixed-Use Neighborhood Sector

Historic Mixed-Use Neighborhood Sector will serve as a mixed use corridor with a couple of activity nodes in between. This mixed-use character will be supported by two travel lanes and a center turn lane in the middle, two bike lanes on either side of the street, and wide sidewalk that serves the proposed redevelopment

Historic Residential Sector

Historic Residential Sector keeping the more traditional and original development profile requires preserving 5' -6' sidewalk. The existing right of way will consist of 2 travel lanes and 2 bike lanes on either side of the street. The bike lanes will connect the Beltline with Downtown Bike paths/routes.

BeltLine "Main Street" Sector

Beltline "Main Street" Sector developing an active main street activity center along Simpson that provides a mixture of residential, commercial, retail, and recreational uses with pedestrian friendly environment. On-street parking, buried utilities, and widened sidewalks (on private property) will be created as new development occurs.

Suburban Residential Sector

Suburban Residential Sector maintain most of the corridor area in its more original suburban state. Provide sidewalks on both sides of the street. Encourage single family infill development to have similar site layout and architectural treatment with existing structures. New Jersey and Anderson Avenue will serve as neighborhood activity nodes in this stretch by providing housing and retail /services in a pedestrian friendly environment.

Quality of Life Zoning Code

Quality of Life (QOL) Corridors

Actions:

- **Simpson Road Node Proposals:** The Community can utilize Simpson Road Node Proposals and other examples from this study as models to in opportunities at the intersections ripe for Nodal development.

- **Urban Design Land Use Pattern Categories:** In order to enhance the character of the various corridors and nodes that may be revitalized in the Design Land Use Pattern Categories can be designated as appropriate for proposed corridor and node development. These Land Use Patterns can various corridors while maintaining the cultural heritage.
-
- Cluster Mixed-use at major Nodes
-
- Incorporate new QOL zoning in the City's Comprehensive Land Use Plan -
-
- Be sensitive to interactive relationship between land use and transportation
-
-
- Protect single family residential neighborhoods from high density development
-
-
- Preserve neighborhood character by encouraging appropriate infill development
-
- Provide affordable housing for the very low-income families making $20,000-$30,000/year

Quality of Life Zoning Code

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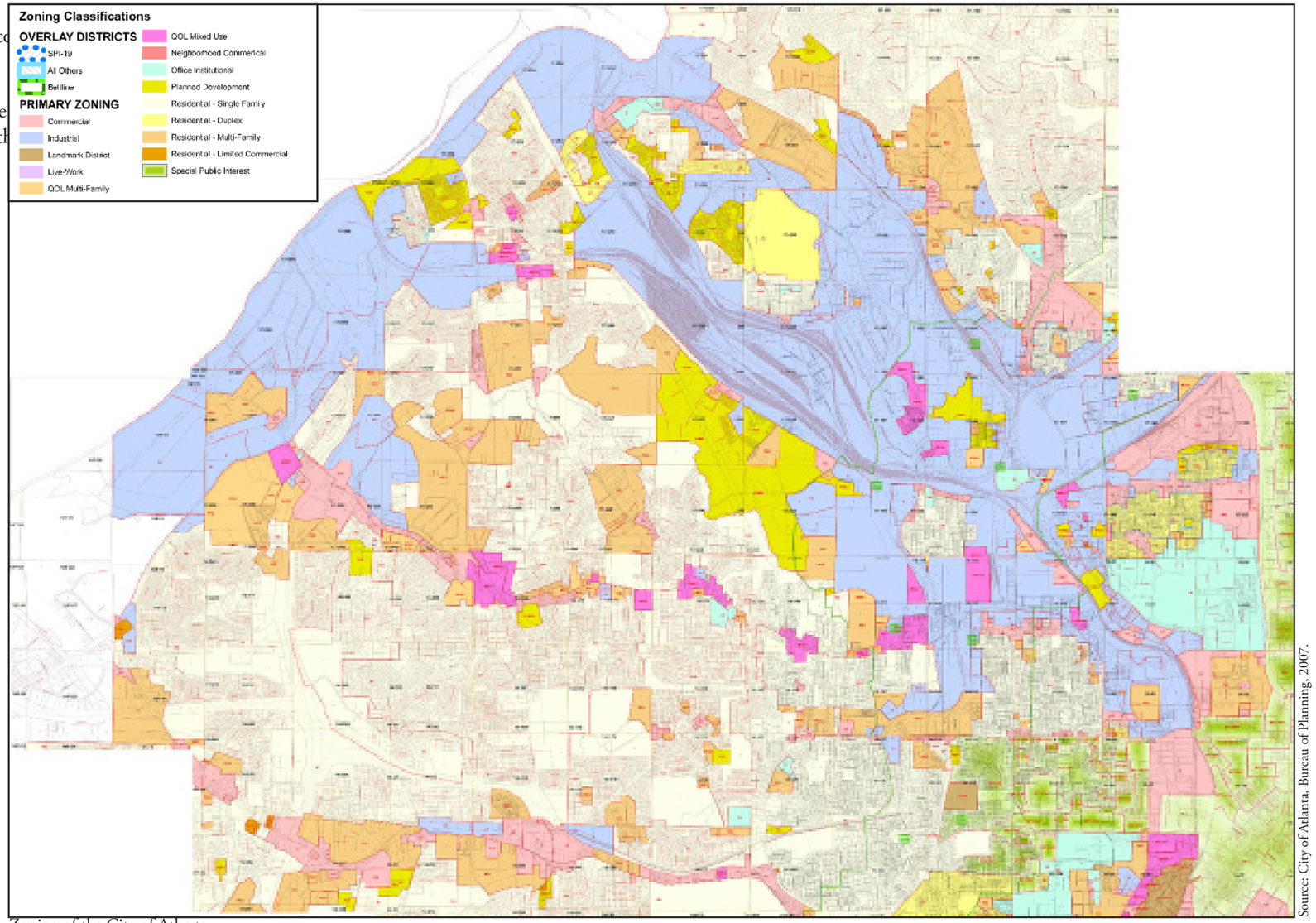


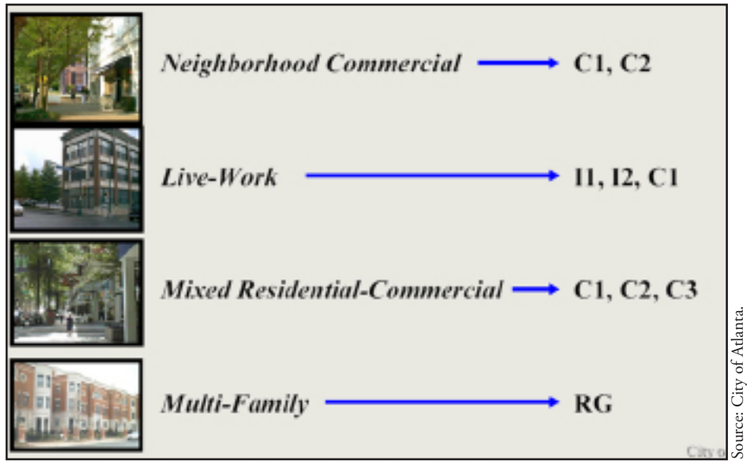
Source: City of Atlanta, Bureau of Planning, 2007.

Zoning of the City of Atlanta.

Zoning

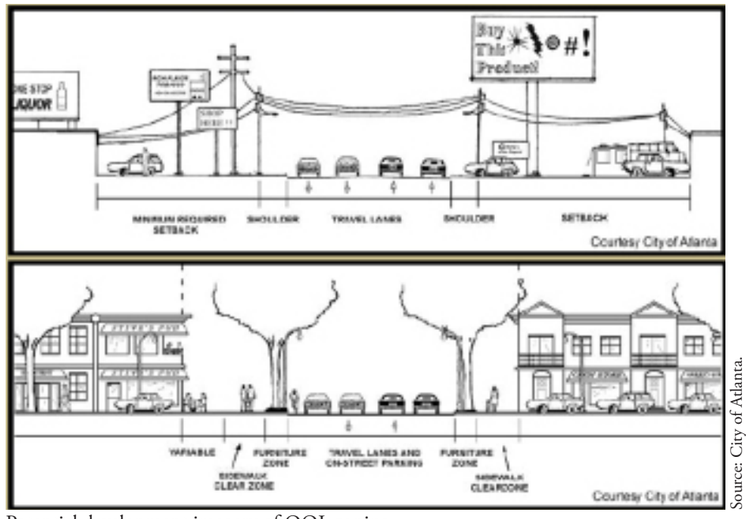
The west side is split into several distinct but general zoning classification areas. In the neighborhoods closest to the central city core, there is a mix of SPI, residential, and industrial zoning, with limited commercial zoning. To the west of downtown/midtown is mostly zoned residential, with commercial and quality of life zoning along specific east-west transit corridors. The northwest sector of the Westside, extending primarily along the rail transit corridors are primarily zoned Industrial, with scattered residential and multifamily zoning. Finally, between Donald Lee Hollowell Pkwy and the main railroad industrial zone to the north is zoned mixed residential with a significant percentage being multifamily residential.

Quality of Life Zoning Code



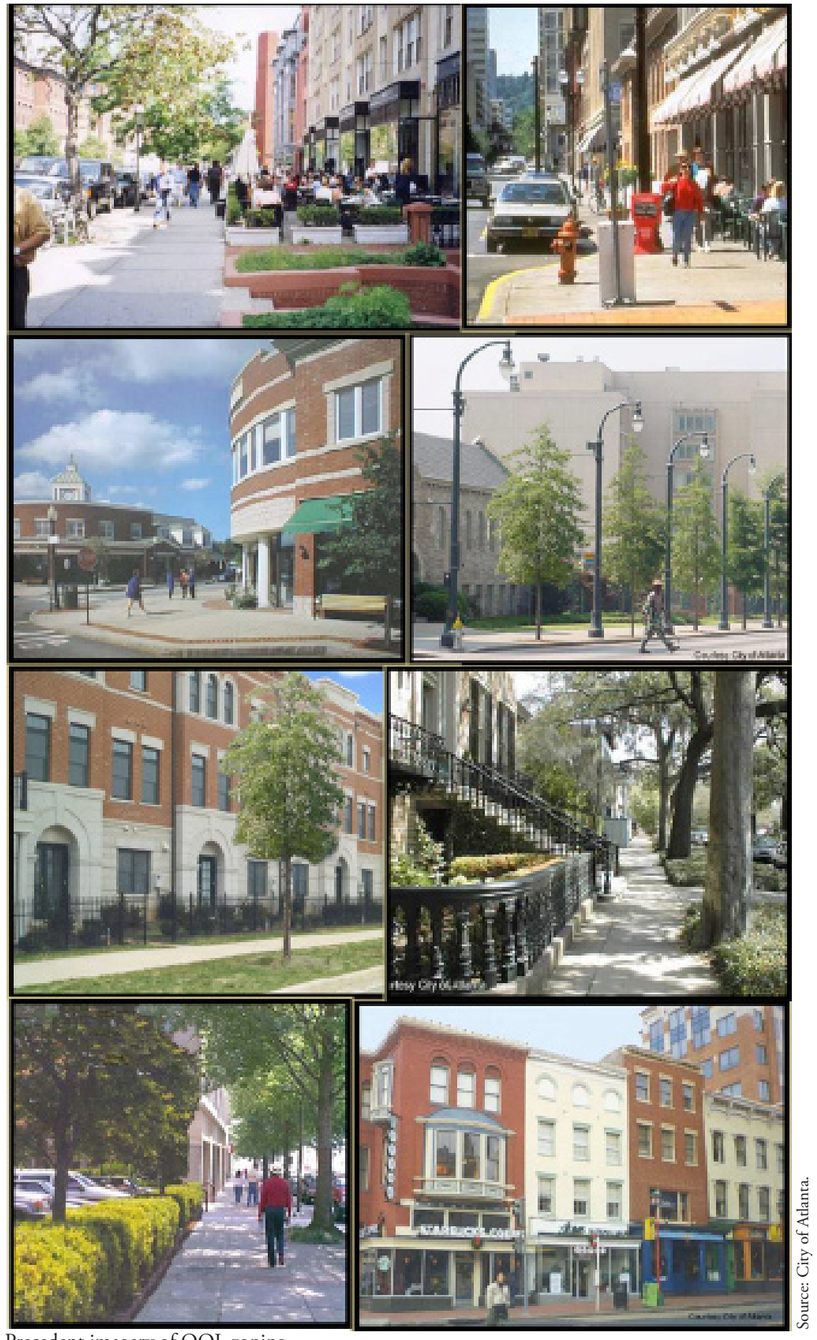
Source: City of Atlanta.

Zoning equivlence between existing zoning and QOL zoning.



Source: City of Atlanta.

Potential development imagery of QOL zoning.



Precedent imagery of QOL zoning.

Source: City of Atlanta.

Quality of Life (QOL) Zoning

Administration: City of Atlanta Bureau of Planning/Zoning Review Board

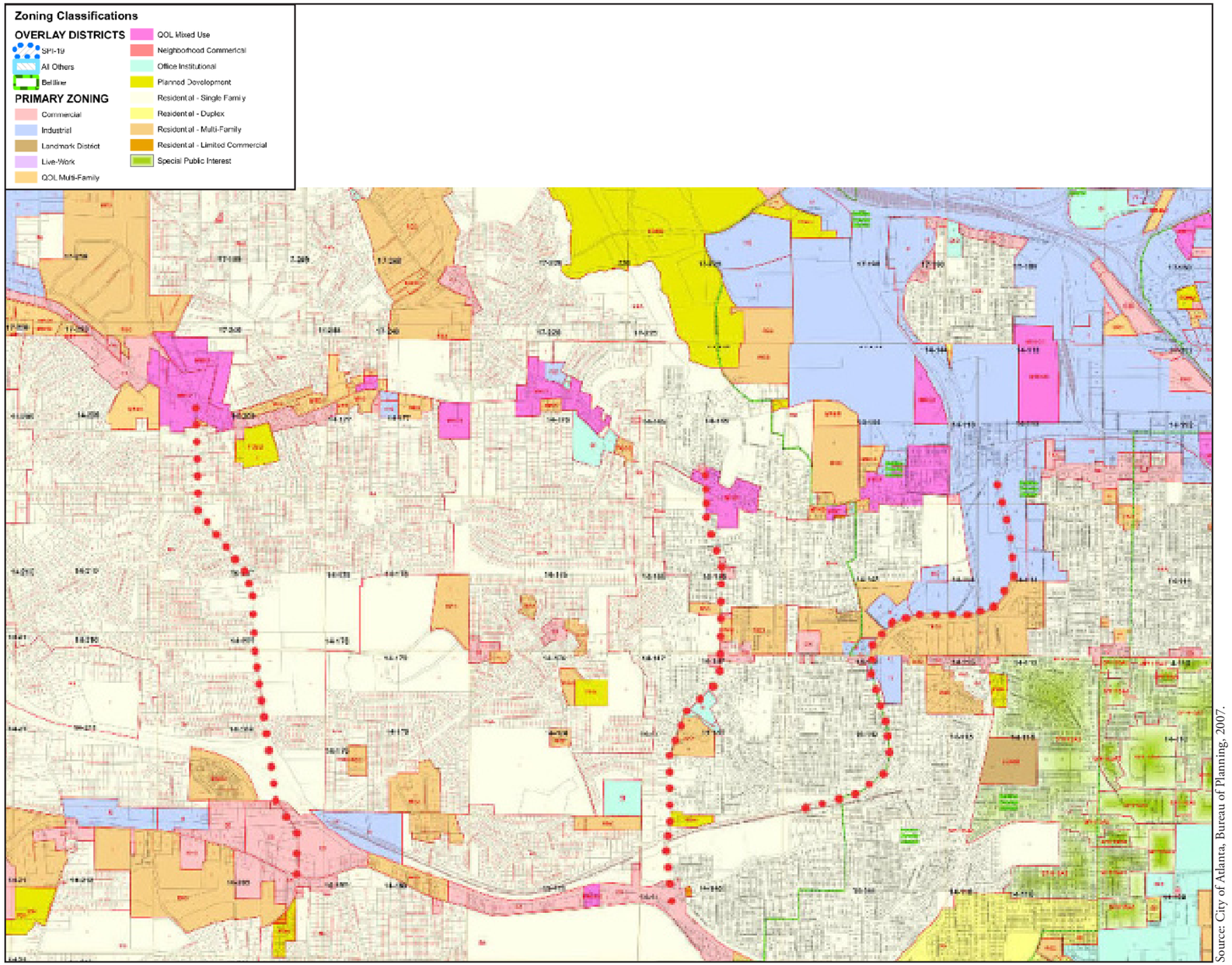
Purpose: The City of Atlanta's Quality of Life Zoning seeks to correct a number of deficiencies in current Zoning practice. These actions include promoting aesthetics of the built environment; safe, pleasant, and convenient pedestrian circulation and amenities; transitions between urban densities to reinforce visual continuity and linkages; desirable multi-family housing; encouraging compatible mixtures of residential and commercial uses; as well as others.

There are five main zoning classifications under QOL Zoning. These are Neighborhood-Commercial, Live-Work, Mixed Residential-Commercial, Multi-Family Residential, and SPIs. Each of these zoning classifications correspond to a current range of Zoning classifications.

Neighborhood Commercial roughly corresponds to existing C1, C2; Live-Work corresponds to I1, I2, C1; Mixed Residential-Commercial corresponds to C1, C2, and C3; and Multi-Family corresponds to existing RG zoning. Quality of Life Zoning Ordinances also include specifications on sidewalk design, landscape buffering, building façade design, as well as parking and street design.

Contact Information: Atlanta Bureau of Planning | 404.330.6145

Quality of Life Zoning Code



Source: City of Atlanta, Bureau of Planning, 2007.

Possible North-South zoning corridors for the Westside study area.

Quality of Life Zoning Code

Quality of Life (QOL) Corridors

There is potential for quality of life zoning expansion for the entire west side study area, which has numerous existing commercial and multi-family zoning plats already in existence. Conversion to QoL zoning would require initiative of the community and the support of Atlanta Bureau of Planning, as well as time and some funding.

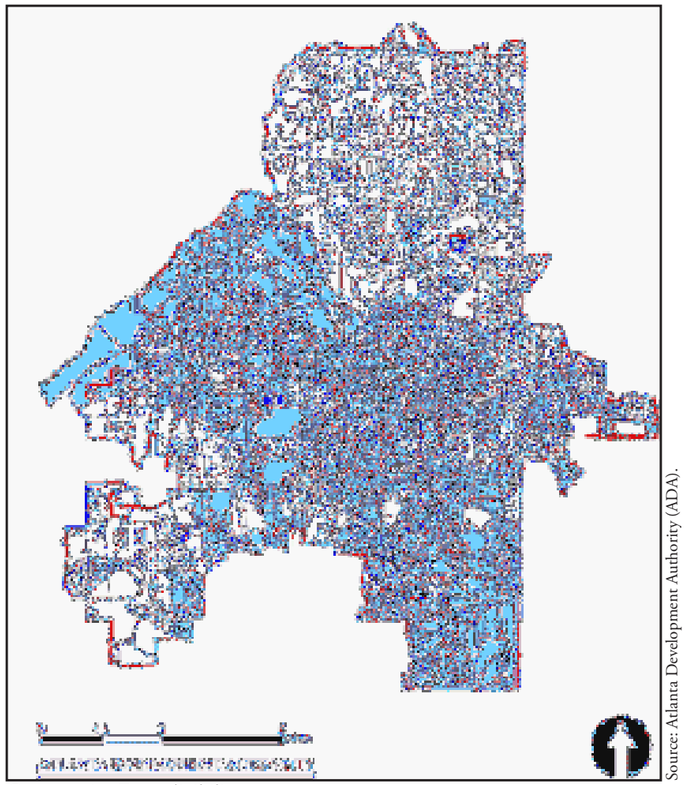
Currently commercial and mixed use zoning in the Westside Study area are concentrated on east-west corridors with few defined north-south corridors. Informal north-south traffic corridors do exist in the Westside, following major roads through primarily residential-zoned neighborhoods. This presents a possible opportunity to form a more cohesive corridor framework which can allow major traffic routes to be reformed into mix-use commercial corridors to encourage economic activity as well as reduce the amount of vehicular traffic through purely residential neighborhoods.

Three corridors have been identified as possible areas which could potentially be rezoned through use of the Quality of Life Zoning ordinances to more specifically reflect their potential use as commercial centers. These corridors are denoted by a dotted red line, and are located on the north-south corridors between Donald Lee Hollowell Parkway and Martin Luther King Jr. Drive of West Lake Avenue, Chappell Road, and one of the current existing rail lines abutting Maddox Park.

Each of these corridors is a continuous connection between Hollowell Parkway and King Drive, and also passes through primarily residential neighborhoods directly zoned adjacent to the right of way. Along these corridors, nodes of higher intensity quality of life can also be potentially placed at intersections, notably along Simpson Road.

Questions to be raised include:

- What do you want the neighborhood corridors to look like? Feel like? Act like?
- Is the rezoning of certain sections of residential neighborhoods a desirable idea, and if so, what is the time frame that such development rezoning can be achieved in?
- Who would fund these developments? Are there incentives that might be used? Have there already been feasibility studies conducted of these specific corridors that can be used as references for what these corridors could be?



Source: Atlanta Development Authority (ADA).

Opportunity Zone eligibility.

Source: Georgia Tech

Building Improvment Loan Fund Project

Atlanta Development Authority (ADA) / City of Atlanta Development Incentive Programs

Opportunity Zone

Administration: The Georgia Department of Community Affairs (DCA)
Purpose: Opportunity Zones offer significant local, state, and federal incentives for the redevelopment of blighted areas which are located within both Enterprise Zones and Census Blocks with greater than 20% poverty. Businesses in these areas that make qualified capital investments and employ five or more employees can qualify for local property tax abatements and relief from local business fees and regulations.
Contact information: Georgia Department of Community Affairs

SBA 504 Loan Program

Administration: Atlanta Development Authority (ADA)
Purpose: SBA 504 provides financial and technical assistance to small, minority, and/or female-owned businesses to expand or relocate in the city. Available through development companies certified under the U.S. Small Business Administration 504 Certified Development Corporation Program. This program is available for most for-profit businesses with less than $6 million in net worth, $2 million in after tax profits, or less than 500 employees.
Past and Present Use: The Union City Veterinary Medical Center and Emergency Clinic Inc, located at 6702 Shannon Parkway in Union City, Georgia, and run by Dr. Ed Mitchell, DVM and Dr. Hannah Guishard, DVM. It is a 24 hour emergency veterinary clinic in South Atlanta. U.S. Bank provided a loan of $313,830 as part of a 504 loan packaged processed by the Georgia Certified Development Corporation.
Contact information: Atlanta Development Authority | www.sba.gov/financing/frcdc504.html | 404.679.2901

Opportunity Loan Fund

Administration: Atlanta Development Authority (ADA) / City of Atlanta (CofA)
Purpose: Stimulate job growth in the City of Atlanta by providing gap financing to small or medium businesses who create at least five new jobs. Loans funded by the City of Atlanta of $100,000 to $200,000 will be provided, with interest rates starting at a minimum of 4% and otherwise set at half of the prime interest rate plus 2%.
Contact information: Atlanta Development Authority | 404.880.4100

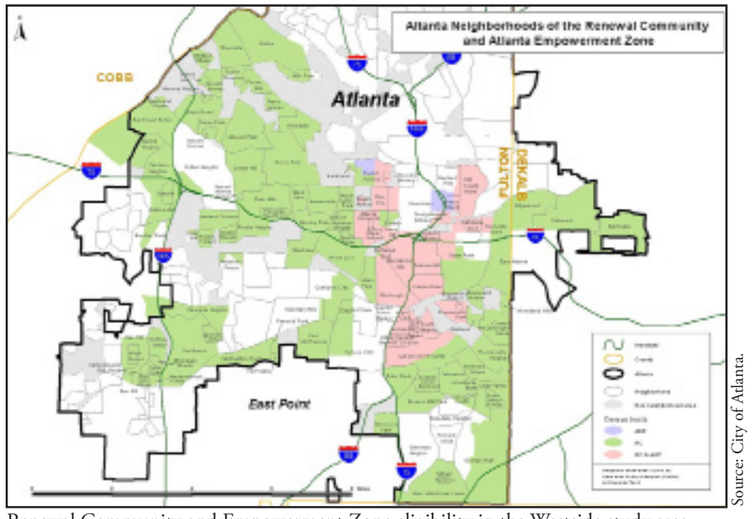
Business Improvement Loan Fund

Administration: Atlanta Development Authority (ADA)
Purpose: Business Improvement Loan Funds are designed to encourage revitalization of targeted business districts in the City of Atlanta. These loans may comprise up to 10% of a project's financing, and consist of loans of up to $50,000 with a term of seven years or less.
Past and Present Use: Current designated Business Improvement Districts include the following:

- Auburn Avenue
- Bankhead Highway
- Campbellton Road
- Cascade Road
- East Atlanta
- Empowerment Zone
- Georgia Avenue
- Heart of Atlanta
- Kirkwood
- Memorial Drive
- MLK/Ashby
- Pryor Road
- Stewart/Lakewood
- Sylvan/Dill
- Techwood Park
- West End/West View

Some visual examples of areas aided by the Business Improvement Loan Fund are shown in the images.

Economic Development & Housing Financing Tools



Source: City of Atlanta.

Renewal Community and Empowerment Zone eligibility in the Westside study area.

Contact information: Atlanta Development Authority | 404.880.4100

The Phoenix Fund

Administration: Atlanta Development Authority (ADA)

Purpose: The Phoenix Fund provides small and medium-zed businesses with affordable loans. Projects eligible for these projects include construction and renovation of commercial buildings, equipment purchases, and working capital. Amount of loans can be between $10,000 and $100,000 with interest rates starting at a minimum of 4% and otherwise set at half of the prime interest rate plus 2%, and a term between 3 and 7 years.

Contact information: Atlanta Development Authority | 404.880.4100

Renewal Community

Administration: Atlanta Development Authority (ADA)

Purpose: Makes available federal tax incentives to businesses within designated Renewal Community Zones. As of January 2002, this zone spans an area of just under 200,000 residents. These incentives include tax deductions for up to 30% of acquisition costs of businesses who build or substantially rehabilitee commercial property; wage tax credits of up to $1,500 per employee who work and live within the zone; increased Section 179 deductions, capital gains, brownfield cleanup, and work opportunity tax credits.

Past and Present Use: 765 Moreland Avenue, Atlanta, GA, which received funding in 2004 for $3,607,824 to rehabilitate a used structure in Ormewood Square. This site was over an acre of C-1 zoned land in size, and contained 17,000 sq ft of retail as well as an adjacent 3,000 sq foot restaurant, and over 100 parking spaces. In addition, this site was located between East Atlanta Village and a Super Kroger retail center. The site is now a Christian bookstore named Agape Christian Books and Music.

Contact information: Atlanta Renewal Community: Coordinating Responsible Authority Inc.| http://www.atlantacora.org

Source: Georgia Tech

Life Sciences Facilities Fund

Life Sciences Facilities Fund

Administration: Atlanta Development Authority (ADA) / Georgia Department of Community Affairs (DCA)

Purpose: The Life Sciences Facilities Fund works to provide loan assistance for the purchase of fixed assets for the expansion or relation of life-sciences companies that are targeted by Georgia who are creating commercially promising technologies and higher-quality jobs. Applicants are eligible for loans of no more than 15% of the fixed-asset needs of the company's Georgia location. Final approval and administration is at the discretion of the Georgia DCA.

Past and Present Use: Tikvah Therapeutics, Inc., an Atlanta-based company, received a loan from the Life Sciences Facilities Fund in 2006 to establish a facility to study new therapeutic compounds, including those that treat central nervous system disorders . Tikvah Therapeutics is located in the Advanced Technology Development Center of the Georgia Institute of Technology

Contact information: Georgia Department of Community Affairs / http://www.dca.state.ga.us/economic/financing/programs/lsff.asp

Low Income Housing Tax Credits (LIHTC)

Administration: Georgia Department of Community Affairs (DCA)

Purpose: LIHTC provides equity capital for affordable housing, particularly low and medium income housing developments. Location criteria favor Community Development Impact Areas.

Past and Present Use: Kingston Gardens of Macon, Georgia was chosen as a target of rehabilitation, in cooperation between the Georgia Department of Community Affairs and Atlanta Multifamily Hub. One hundred units were refurbished using 9% Low Income Housing Tax Credit funds and FHA insurance. Over 4,859 units of affordable housing have been built or refurbished in Georgia since 2002 using LIHTC and FHA funding.

Contact information: Georgia Department of Community Affairs | www.dca.state.ga.us | 404.679.4940

Economic Development & Housing Financing Tools

Source: City of Atlanta.

Industrial Development Bond Project: Healey Building

Regional Economic Business Assistance

Administration: Atlanta Development Authority (ADA) / Georgia Department of Economic Development (DED)
Purpose: The Regional Economic Business Assistance program seeks to attract significant economic development projects by serving as a vehicle for local, regional, and state initiatives that can have either short or long term economic development benefits. Generally non-rural applicants may be eligible for funds which are to be directed to public land acquisition and development, infrastructure improvements, public machinery and equipment, the maximum amount of funds which is available for economic development being subject to recommendation from the Georgia Department of Economic Development.
Contact information: Georgia Department of Community Affairs | http://www.dca.state.ga.us/economic/financing/programs/downloads/REBARegs09052007RegsOnly.pdf

Industrial Development Bond

Administration: Atlanta Development Authority (ADA)
Purpose: The Industrial Development Bond's purpose is to offer long term, low-interest financing for construction or improvements to manufacturing facilities. Financing is provided by public sales of bonds or private investment, and exact terms of the loans will be affected by the particular case. IDB financing has the potential to offer below-market interest rates on financing and up to $10 million for each project, but may also carry significant oversight or financing limitations.
Past and Present Use: In 1985, the Atlanta Downtown Development Authority approved Industrial Development Bonds to renovate the historic Healey Building downtown, renovate a building on Mitchell street, and build more office space for H.J. Russell & Co. The Healey Buildings is now primarily residential lofts, and is located near the Five Points Intersection downtown at 57 Forsyth Street NW, Atlanta, GA.
Contact information: Atlanta Development Authority | 404.880.4100

Source::

Urban Enterprise Zone: Atlanta Industrial Park

Urban Enterprise Zone (UEZ)

Administration: City of Atlanta Bureau of Planning
Purpose: The UEZ program was created in 1983 as a district which is located within an economically-depressed area of the city where property owners may receive tax abatements over a ten-year period if they meet certain conditions. UEZs are approved on a case-by-case basis and must be applied for with a specific, binding development proposal for that property. There is no minimum size for a UEZ property.
Past and Present Use: Atlanta Industrial Park was the first Enterprise Zone designated in the Atlanta area. Located near I-285 and I-20, by 1987 the industrial site had attracted almost 40 firms with about $75 million in investment, and created or preserved 1,800 jobs, 300 of which were filled by residents of nearby low-income neighborhoods.
Contact information: Atlanta Bureau of Planning | 404.330.6145

Development Impact Fee Exemption

Administration: Atlanta Bureau of Buildings
Purpose: Certain economic development projects, such as those within designated housing, commercial, and industrial enterprise zones may be exempted from paying the Atlanta development impact fee.
Past and Present Use: This is an incentive under use in the Beltline Initiative.
Contact information: Atlanta Bureau of Buildings | 4040330.6153

Economic Development & Housing Financing Tools

Source: ANDP
ANDP: Irwin Homes

Atlanta Neighborhood Development Partnership Programs and Loan Funds

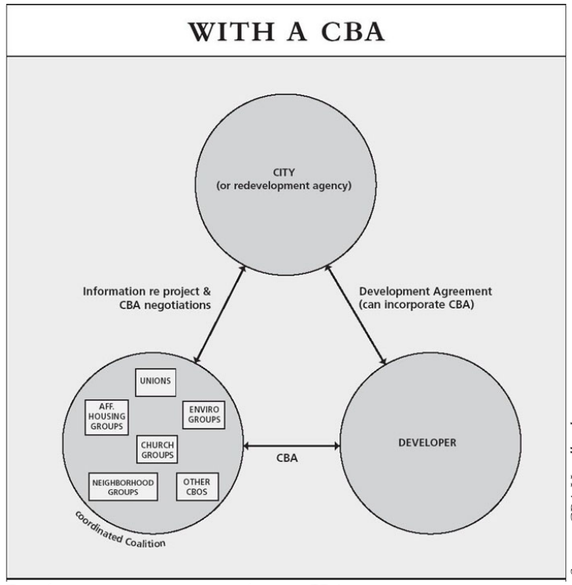
Administration: Atlanta Neighborhood Development Partnership (ANDP)
Purpose: ANDP makes available predevelopment, construction, bridge land acquisition and other loans in order to encourage the development of affordable and mixed-income housing developments.
Past and Present Use: Irwin Place in the Old Fourth Ward of Atlanta was developed with funding aid from the ANDP Loans programs. Located between the Old Fourth War and Inman Park, the development has 17 townhomes of two to three bedrooms each. All townhomes have beem completed as of August of 2006, with 14 sold and 3 remaining on the market.
Contact information: Atlanta Neighborhood Development Partnership | www.andpi.org/crlif.htm | 404.522.2637

Economic Development and Housing Finance

These economic and housing development tools represent possible tools that can be used in conjunction with each other to fund potential developments in the region. These options represent for the most part both funds which may be attained to initially fund a development project as well as funds which can be attained in response to certain achievements that developments fulfill, such as tax abatements or refunds in response to job creation or economic growth. The potential of these funds is that a combination of both can be utilized to spur growth, encouraging growth initially and through the lifetime of a business as it grows and becomes more successful. For example, TAD funding can be used in certain areas, as well as impact fee wavers and Urban Enterprize Zone funding in initial business foundation, while SBA 504 funding or Opportunity Funding can be used as the business expands its operations.

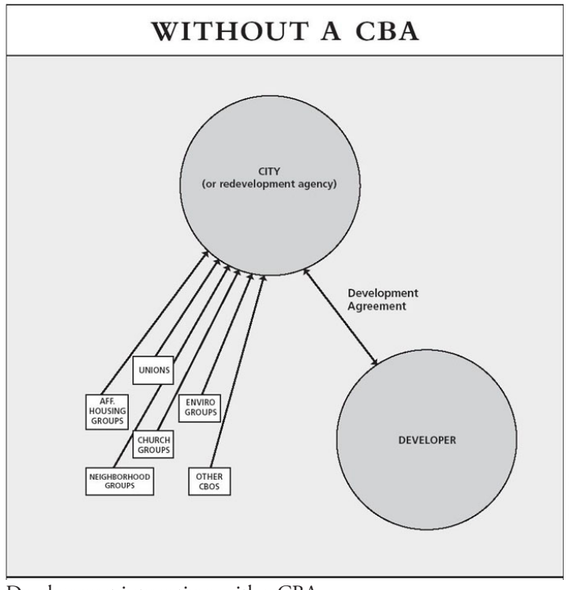
Questions to be raised include:

- In potential development projects that utilize both transportation systems and urban growth, can incentives from business development be used in conjunction with incentives from transportation development funds to fund not just development itself but also supporting infrastructure?
- What is the potential growth and lifetimes of such projects? What is their success or failure rate, and how would one go about making it more likely to achieve funding (and success)? Would ancillary programs such as business education be required?
- Are there coordination between the administrators of these tools to most efficiently allocate such funds, and if so, who are they?



Source: CBA Handbook

Development interactions without a CBA



Source: CBA Handbook

Development interactions with a CBA

Community Benefit Agreements (CBAs)

Administration: Community coalitions

Purpose: Community Benefit Agreements (CBAs) are legally enforceable contracts negotiated between developers and community groups to set out a range of community benefits that the developer agrees to provide as part of the development process. In other words, the developer agrees to shape development in specific ways or provide certain benefits in exchange for the support of the community through the regulatory process. These benefits can include: Living wage requirements, childcare, environmental protection, parks and recreational facility construction, affordable housing, "First Source" hiring systems, or other benefits. Use of CBAs can result in an inclusive process that results in enforceable and transparent agreements that are both efficient and charitable in outcome. However, they can also suffer from lack of organization, legal expenses, negotiation failure, and unfamiliarity with the concept of coalition agreement.

Community Benefit Agreements (CBAs) represent a strong potential for a community to negotiate with developers in order to more fully integrate into the community's needs and requirements. However, study of CBA precedents has revealed a number of potential pitfalls in these agreements, as detailed above.

A possibility in applying CBAs already is under some use by various city organizations, including the Beltline Inc., which encourages a single template CBA for the various neighborhoods under its study area which would help to ensure a modicum of uniformity and fairness. This is a measure which can be adapted to the entire Westside area as well. Coordination meetings between representatives of the disparate neighborhoods, NPUs, and economic bodies can create a template CBA as well as a common set of goals and visions that can help shape the Westside in a more cohesive manner.

Another possibility lies in the application and timing of CBAs. Since Community benefit agreements are dependant both on the legal standing and time frame of the organizations involved, it is suggested that the neighborhoods form legal entities to represent them in these agreements. In most cases, the most general existing organizations available would be the NPUs, which are not legally binding entities within the city government. A streamlining process could be implemented to integrate NPUs more directly into the planning and permitting process. These steps include:

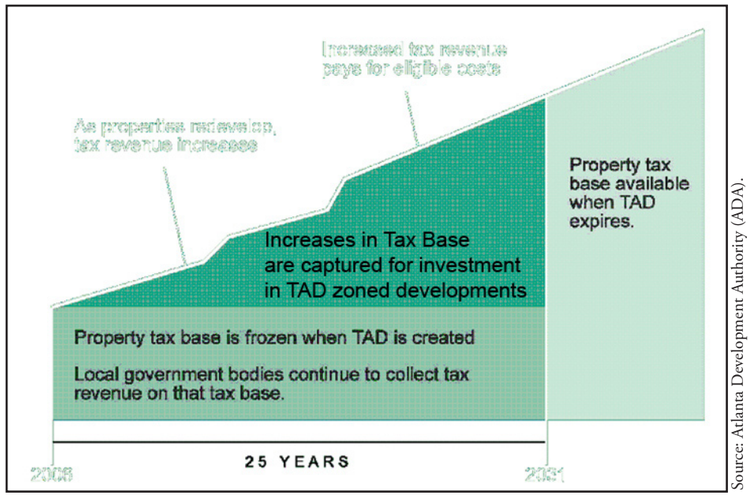
1. According NPUs (or whichever entity is chosen as the neighborhood's representative) legal status within the city hierarchy.
2. Integrating said entities into a certain point in the planning process when forming CBAs are still applicable, and requiring adherence to them by developers in order to receive permitting approval.
3. Integrate a local vision into the overarching Atlanta city comprehensive plan through community feedback and participation to further make the overall vision of the city and the vision of its inhabitants one and the same.

Questions to be raised include:

- At what point in the Atlanta planning process is a CBA possible to negotiate? How can neighborhoods be kept informed of potential local developments?
- Barring integration of neighborhood organizations with the city bureaucracy, are there other ways to promote the free flow of information between the planning process and the neighborhoods?
- Often, neighborhoods which initially oppose a development in their neighborhood can be considered impediments to economic development, consequently, is there a way to approach developers about formulating such agreements and to streamline the negotiating process without needlessly provoking conflict and still maintaining the desirable aspects that initially drew a developer's interest to the area?

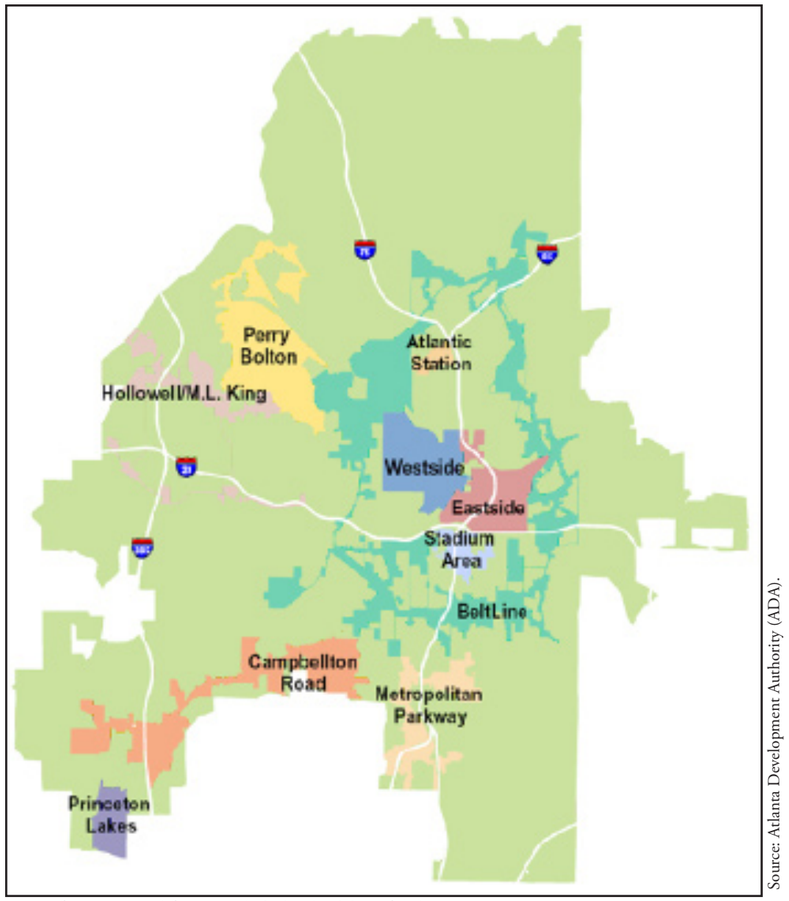
Contact Information: Georgia Standup | 404.581.0061

Economic Development & Housing Finance Tools



Source: Atlanta Development Authority (ADA).

TAD funding structure.



Source: Atlanta Development Authority (ADA).

Map of current and future TADs in the City of Atlanta.

Source: Atlanta Development Authority (ADA).

TAD development archetypes.

Tax Allocation Districts (TADs)

Administration: Atlanta Development Authority (ADA)

Purpose: Publicly finances certain redevelopment activities in underdeveloped areas. Tax levels are maintained at a flat level for ten years, the increases in property tax revenues are allocated to pay for public infrastructure or eligible private development costs within TAD zones. There are currently ten active or approved TADs within the City of Atlanta. These TADs are : Atlantic Station, Perry-Bolton, Princeton Lakes, Westside, Eastside, Beltline, Hollowell/MLK, Campbellton Road, Stadium Neighborhoods, and Metropolitan Parkway.

Contact Information: Atlanta Development Authority | 404.880.4100

Details:
Tax Allocation Districts (TADs) are authorized in Georgia under the Redevelopment Powers Act, Chapter 44, Title 36. A Tax Allocation District, typically referred to as Tax Increment Financing, is a tool used to publicly finance certain redevelopment activities in underdeveloped blighted areas. A TAD derives its funding from the increase in the redevelopment area's ad valorem taxes levied by the city, county, and school system. These revenues are placed in a special redevelopment fund for the area and are used to directly pay for the redevelopment costs or to issue bonds to pay for the redevelopment costs.

Redevelopment areas are "any area located within a urbanized or developed area which is substantially underutilized by containing open lots or parcels of land… any geographic area that is adversely affected by airport or transportation related noise or other environmental degradation, contamination, or other environmental factors which the political subdivision has determined to be impairing or retarding the redevelopment of the area…"

Ad valorem taxes are based on the value of real estate or personal property. An ad valorem tax is typically imposed at the time of a transaction (sales tax) but it may be imposed on an annual basis (personal property tax) or in connection with another significant event (inheritance tax). "Ad valorem" is used frequently to refer to property values by county tax assessors. Ad valorem tax relates to a tax with a rate given as a proportion of the price. Virtually all state and local taxes on restaurant meals and clothing are ad valorem.

Economic Development & Housing Financing Tools

Westside Tax Allocation District (TAD)

In an effort to promote positive development around Centennial Olympic Park and the surrounding communities, Atlanta Development Authority (ADA) developed the Westside Redevelopment Plan & Tax Allocation Bond District. The Westside Redevelopment Plan is a compilation of all the following efforts: English Avenue Redevelopment Plan, Master Plan for Vine City/Ashby,, MLK Redevelopment Plan, Revitalization Plan for Fairlie Poplar District, Centennial Olympic Park Area SPI Development Policies, the 1995 ULI Centennial Olympic Parks Study, and the Simpson Road Redevelopment Plan.

In 1998 the City of Atlanta, Fulton County and the Atlanta School Board passed resolutions creating the Westside Tax Allocation District, establishing ADA as the City's Redevelopment Agency and, in the case of the County and School Board, Consenting to the inclusion of their respective portions for all ad valorem tax increments created within the District and the application of those tax increments to pay certain qualified redevelopment costs. As Redevelopment Agent, ADA is responsible for promoting positive development within the Westside TAD and administering the TAD financing process.

The Westside TAD covers 1,451 acres. There are 3 distinct sub areas within the TAD:

1. The Neighborhood Sub area includes the historic neighborhoods of Vine City and English Avenue.
2. Downtown portion of the TAD has been subdivide into 2 sub areas:
    - The Centennial Olympic Park ("COP") Sub area includes the property surrounding Centennial Olympic Park
    - The Southern Sub area includes portions of the Fairlie Poplar District the South Central Business District, the railroad gulch and Castleberry Hill.

Affordable Housing

Increasing the supply of affordable housing is a major objective for the City of Atlanta. TAD applications for residential projects that include an affordability component, e.g. twenty percent (20%) of new housing units, will be looked on more favorably.

Plan Goal

To redevelop the neglected western portion of the downtown area, the TAD proceeds will be distributed with a minimum of 20% of TAD proceeds derived from within the Downtown Area (defined as all area within the TAD boundary no included in the Empowerment Zone) going toward projects inside the Empowerment Zone Communities within the TAD district. 100% of the TAD proceeds from within the Empowerment Zone Communities will stay within Empowerment Zone.

Vision

The plan calls for the following:

- 1000-1500 new residential units around Centennial Olympic Park
- 500-1000 new and/or renovated residential units in the Empowerment Zone Community
- 1 or more major museums or cultural attractions
- An entertainment district incorporating the existing fabric of the Fairlie-Poplar District
- A mixed-use office, hotel, and commercial development on Centennial Olympic Park in support of a 24-hour environment
- Community retail services to support new residents
- A revived Simpson Road Corridor
- Improved transaction linkages within the district

Main Issues

- Remove blighted conditions and expand redevelopment efforts to adjacent residential areas of Vine City and English Avenue, as well as the fragmented commercial/warehouse districts located throughout the district.
- Revitalize the land surrounding the new Centennial Olympic Park
- Foster the development of connections between Central Business District, Clark-Atlanta University Center, Georgia Tech, and adjoining neighborhoods by promoting improved transportation corridors, safer streets, streetscaping for pedestrians, and greenway trails
- Development of infill projects to eliminate development gaps within the community

Key Findings within the Redevelopment Area

The designated area exhibits characteristics that would define the redevelopment district as blighted and has not been subject to growth and development through private enterprise. Without the Redevelopment Plan, the area would not be anticipated to be developed.

- Environmental conditions within the redevelopment district have also attributed to a lack of interest by the private sector for investment within the district. The EPA has identified sites within the district that are contaminated and considered Brownfields.
- A large and increasing number of open vacant lots. Out of the 4,416 land parcels, 1,329 or 32% of the lots are vacant.
- A preponderance of deteriorating structures. Out of the 2,070 structures, over 73% are considered sub-standard.
- Aging, obsolete structures are found throughout the area.
- Inadequate lot sizes available for development due to ownership diversity.
- Ownership diversity impairs assemblages and new investment.
- Inconsistent and obsolete platting makes assemblage difficult.
- Lack of employment growth in the area.
- Railroad gulch creates a major rift in the urban fabric, dividing the area and acting as an obstacle to investment.
- Living conditions, density, concentration of poverty, and general conditions of residential structures pose a danger to public health.
- Some conditions have contributed to a lack of public safety and a high level of crime in the area.
- The area lacks decent housing opportunities, with little hope of meaningful new residential investment.
- The community suffers from a high level of unemployment among residents, exacerbated by an absence of employment opportunities within the adjacent commercial districts.
- There has been an increase in juvenile delinquency, crime and an indication of increased gang-related activity.
- There is an overwhelming evidence of drug use and trafficking within the proposed Redevelopment Area particularly within the public housing areas.
- The population is suffering from 4 times the unemployment rate compared to the Atlanta MSA and only 43% of the population has high school degrees.
- 55% of residents within the area are living in poverty. The median household income is $7,480 annually, compared to $36,051 for the Atlanta MSA.

Perry Bolton Tax Allocation District (TAD)

The Perry-Bolton TAD, located in Northwest Atlanta, was once home to the 152-acre Perry Homes public housing project. This project has served to deter development for the last 30 years and as a result, the area has suffered sever disinvestment characterized by high unemployment and population decline. In order to redevelop the former public housing site, a public-private partnership was established between the Atlanta Housing Authority and two local residential developers. West Highlands, the 500-acre mixed-income and mixed-use community currently under construction on the former Perry Homes site, will serve as the catalyst for other commercial and residential development in the area. Creation of the Perry- Bolton TAD is intended to facilitate redevelopment goals as articulated in the Northwest Atlanta Redevelopment Plan including: increasing residential density in major corridors, supporting the preservation of single-family neighborhoods, promoting infill housing, encouraging mixed-density housing, adapting vacant industrial properties for residential and other uses, providing affordable housing, and creating vibrant mixed-use, pedestrian-friendly communities.

In December 2002, the City of Atlanta, Fulton County, and the Atlanta School Board passed resolutions creating the Perry-Bolton Tax Allocation District and established ADA as the Redevelopment Agent and, in the case of the County and School Board, consenting to the inclusion of their respective portions of ad valorem tax increments created within the District and the Application of those tax increments to pay certain qualified redevelopment costs. As Redevelopment Agent, ADA is responsible for promoting positive development within the Perry-Bolton TAD and administering the TAD financing process.

Affordable Housing

Increasing the supply of affordable housing is a major objective for the City of Atlanta and Fulton County. The County has established a goal that a minimum of 40% of new housing units funded from the proceeds of Perry-Bolton TAD bond issues be affordable.

Vision

- "A community based neighborhood focus on regaining its image as a beautifully landscaped residential community with viable businesses."
- Recommendations for Implementation for Perry-Bolton Area include:
    - The adjacent City park property needs to be cleaned up and public space/park needs to be incorporated into the overall concept.
    - Provide a pedestrian/trail system to connect the neighborhoods with the open space network. Plans are to provide bike lanes along Perry Boulevard.
    - Promote street connections between neighborhoods and services.
    - Integrate residential areas with community facilities and services required, such as extensions of (selected) roads.
    - Preserve and enhance the natural aesthetics of landscape and topographical features of the corridors during future development.
    - Ensure that various transportation and traffic projects get implemented (bridge replacement, bike lanes, and sidewalk improvements).
    - Proposed passive recreational use for the closed Gun Club Landfill.
- Recommendations for Implementation for Hollywood Road Area include:
    - Establish a mixed-use development node in the corridor at the intersection of Hollywood Road and Bankhead Highway.
    - Establish 2 smaller neighborhood nodes: 1 at the intersection of Hollywood Road, Bolton Road and Main Street and another at the intersection of Hollywood Road and Perry Boulevard.
    - Encourage mixed-use development (retail/office/residential uses) at Hollywood Road and Bankhead Highway intersection to create the critical mass necessary to support a wider range of uses.
    - Develop a minor gateway at Hollywood Road and Bankhead Highway.
    - Re-use the Grove Plaza building for a restaurant.
    - Ensure that various traffic and transportation projects get implemented.
    - Encourage developers to review the development and investment opportunities for the corridor.
    - Coordinate with One Stop Capital Shop to provide technical assistance to small businesses.

Plan Goal

The goal of the Northwest Atlanta Redevelopment Plan and Perry-Bolton Tax Allocation District is for the City to create a TAD in the proposed West Highlands area that will continue to promote the City and region's pro-business attitude by establishing another effective public/private partnership with AHA and the developers to:

- Attract private investment to help finance a key mixed income, mixed-use residential development designed as a traditional neighborhood development (TND) that will serve as a catalyst for additional private commercial and residential investments in Northwest Atlanta
- Spur new construction that will create hundreds of new housing units, creating quality of life improvements in an area formerly passed over for development
- Increase the tax digest for Atlanta and Fulton County, allowing the City and County to offer more services that will improve economic environment for all area residents.

Main Issues

- Significantly underutilized and vacant properties and run-down buildings
- Perception of crime
- Conflict among land uses—residential, commercial, and industrial
- Conflict between residential and commercial/industrial traffic
- Uninviting transportation arterials
- Lack of retail and neighborhood services

Economic Development & Housing Financing Tools

Purpose

The purpose of the Hollowell/M.L. King TAD is to encourage private investment in the City of Atlanta's west and northwest sectors by offering financing incentives that will help alleviate conditions contributing to disinvestment and marginal use of the property.
The Hollowell/M.L. King TAD comprises approximately 886 acres in northwest Atlanta, located near I-20 and I-285. Its boundaries primarily enclose areas immediately adjacent to the transportation corridors around Donald Lee Hollowell and M.L. King. The TAD will have an expected lifetime of 25 years, and had a 2006 assessed taxable value of $35,874,920.

Key Redevelopment Opportunities

- Two MARTA stations (Westlake and H.E. Holmes)
- Bankhead Courts (45 acres)
- Bowen Homes (77 acres)

It is expected that by 2010, the area will have a development potential of 1,545 housing units, 152,500 square feet of retail, 29,750 square feet of office space, and 50,000 square feet of industrial/flex/and R&D space. This is expected to rise by 2015 to 2,620 housing units, 292,000 square feet of retail, 60,250 square feet of office space, and 250,000 square feet of industrial/flex/and R&D space.

Guiding Principles of the Hollowell/M.L. King TAD

The Hollowell/M.L. King TAD seeks to implement the following principles:

- Create appropriate transportation linkages between commercial corridors and the neighborhoods
- -Create entryways to define, unify, and establish a distinct identity for the area
- Image the area's image
- Improve public safety
- Promote infill housing opportunities, reinvestment, and new housing construction
- Identify areas appropriate for medium density housing & single family housing rehabilitation
- Target specific commercial nodes for rehabilitation
- Create a transit-oriented mixed-use development node around the MARTA station
- Promote reutilization of abandoned or underutilized industrial and commercial buildings and maintain live/work opportunities
- Identify brownfield and vacant/underutilized properties with the aim of preparing them for redevelopment
- Assess the compatibility of land zoned for industrial uses with adjacent development
- Encourage preservation of natural resources
- Assess whether more park space is needed
- Promote economic development
- Provide support for small businesses

The Hollowell/M.L. King TAD redevelopment plan also identifies three "activity nodes" as having significant development potential. These are:

- Center Hill node
- James Jackson Parkway node
- Woodmere node
- Bankhead Courts and Bowen Homes have potential as mixed-income communities redeveloped along the AHA's HOPE VI model.

Public Improvements to be made within the TAD include:

- New parks and open spaces
- Pathways and trails, many linking the area's parks
- Roadway improvements and enhances
- Sidewalk and pedestrian-friendly streetscape improvements
- Land Assemblages and/or site preparation for private commercial and residential development
- Construction of new public facilities
- Improvements to the area's basic water, sewer, and transportation infrastructure

Expected Benefits:
Some anticipated benefits of establishing the Hollowell/M.L. King TAD include:
Investments

- $107 million in TAD subsidies that are expected to spur over $559 million in private investment over the life of the district,
- Further the city's goals of improving underdeveloped urban neighborhoods by attracting desirable development
- Return highly valuable property to the tax rolls.
- Quality of Life
- Overcome constraints to development generated by aged and obsolete commercial and residential structures
- Improve inefficient transportation infrastructure and inadequate physical connections to the surrounding communities,
- Economic Development
- Foster prosperity halo effect of increased sales tax revenue, property taxes, and the opportunity for city residents to shop and spend their consumer dollars in their own communities,
- Increase employment opportunities for residents
- Projects 1,800 new permanent jobs in the business and service industries generated by substantial new office and retail, and over 3,400 construction jobs
- $1.7 million projected annual sales tax revenues by 2020, generating an estimated $36 million in net new sales tax revenue over the life of the district.

For more information: Contact Wyman Winston, Deputy Director of Tax Allocation Districts, at (404)614-8307, or the Atlanta Development Authority's website at www.atlantada.com.

Economic Development & Housing Financing Tools

Purpose

The purpose of the TAD is to produce a strong local funding source to match potential federal, state, and private funds. This TAD is a financial mechanism that would pay for public infrastructure and other improvements by attracting new private investment in the area. The proposed TAD will provide significant public investment and accomplish major funding of the BeltLine without requiring an increase in property tax rates.

Guiding Principals to the BeltLine TAD

The following guiding principals for the study were developed through stakeholder and committee meetings:

1. The BeltLine should be continuous. The BeltLine should be developed in its entirety, fully encircling the center of the City; all portions are equally important to develop a continuous 22-mile trail and transit corridor.
2. Transit, trails, development, and park land are interrelated. Each is critical to the success of the vision. The BeltLine should provide a transit/pedestrian/bicycle corridor that will be surrounded by parks and compatible new development.
3. Equity will be encouraged by addressing differing physical and market conditions along the entire BeltLine to create balanced development during the 25-year life of the TAD. The City will ensure balanced public investment along the BeltLine.
4. The Trust for Public Land green space recommendations are included as both short- and long-term actions. The opportunity to develop parks and public green space and transit is central to the redevelopment vision.
5. Keep existing single family neighborhoods intact, and provide suitable transitions to new development areas. The study identifies more than 2,500 acres of underutilized property adjacent to the right-of-way, providing significant opportunities for development.
6. Support historic preservation efforts along the BeltLine. Numerous important historic sites should be protected.
7. Key activities related to the BeltLine development include:
    - Land acquisition
    - Cleanup
    - Trail development
    - Transit development
    - Economic development/redevelopment

Redevelopment Opportunities

Redevelopment opportunities focus on conditions that may attract significant new property investment that will bring new population, jobs, and increased property tax revenue. Criteria used to identify redevelopment opportunities include:

- Vacant land
- Unoccupied structures
- Deteriorated or dilapidated structures
- Underutilized parcels

Study Area A contains 2,168 parcels (approximately 2,928 acres) or 43% that are considered to have redevelopment potential. However, redevelopment opportunities could expand beyond these parcels, depending upon potential future trends such as departure of major industrial users from the study area.

A maximum of $855,645,000 worth of property improvement could be included in the BeltLine TAD if the City so desired. Study Area A maximizes the size of a BeltLine TAD while Study Area B is more targeted, representing 62% of the City's remaining TAD capacity, $530,374,000.

New development is projected at 28,000 new housing units; approximately 2.4 million square feet of retail; 5.3 million square feet of both neighborhood-serving and commercial node office space; and 1.3 million square feet of light industrial and "flexible" warehouse space. The TAD will also create an estimated 37,500 permanent full-time jobs within its boundaries. In addition to long-term employment, estimates indicate that development of the BeltLine will generate approximately 48,000 one-year full-time construction jobs.

Development Potential in the Northwest

"The Northwest is very different than other sections in that many of its industrial/warehousing/distribution uses are still active and viable. While there are opportunities for adaptive reuse lots and infill lofts/condos, the prime development potential for this area continues to be focused on railroad access and proximity to other industrial uses (particularly north and west of the study area). In its Northwest Framework Plan, the City expressed a strong desire to maintain a robust industrial tax base in this portion of Atlanta. However, the plan calls for targeted new mixed-use infill development in key locations, such as along the Marietta Street and Huff Road corridors. Another housing opportunity in the northwest will be associated with the improvement and expansion of Maddox Park."

Green Space Opportunities and Projects

- **West End Park-** This park, located near the transit station and mall redevelopment could see more activity as a public plaza with open space.
- **Maddox Park-** Maddox Park is located on 52 acres on the BeltLine an has the potential to increase to more than 119 acres, and was identified as one of the "jewels" in the TPL's Emerald Necklace.
- **Waterworks Park-** Situated on a hilltop alongside the City of Atlanta's reservoir, Atlanta Waterworks on Howell Mill Road is an ideal setting for a public park. The TPL plan envisions changing the location of the fence in order to open the surrounding land to the public, similar to the situation at New York City's Central Park reservoir. A similar plan for Waterworks could add 204 acres of green space to the City.
- **Simpson Park/Simpson Road Mixed Use-** TPL recommends building a BeltLine Transit/MARTA rail station below Simpson Road and creating a new green space "square" above the station followed by development of a new community around the station and the park. The proposed mixed-use project, estimated at 49 acres in total, includes 7 acres of green space.
- **Bellwood Lake-** TPL views the Bellwood Quarry as one of the possible icons of the Emerald Necklace concept and one of Atlanta's new great parks. The vision calls for conversion of the quarry into a lake and new park that would anchor a new community on adjacent land. As with Hulsey Yard, transformation of the quarry into green space will require complex coordination among affected ownership and business interests.
- The proposed projects have a preliminary cost of land acquisition and development estimated between $200 and $400 million.

Economic Development & Housing Financing Tools

HOUSING & COMMUNITY DEVELOPMENT

Brief History of Atlanta Public Housing

The first housing projects in the United States were built in Atlanta during the Great Depression of the 1930's for low income whites. After WWII, there was a dramatic expansion of public housing projects as low income neighborhoods were eliminated by new policies of expressway construction and Urban Renewal. In 1968, the public housing in Atlanta was desegregated. Civil Rights legislation insured that those who were seeking to enter public housing would no longer be screened on the basis of race. As large numbers of poor blacks moved into Atlanta Housing Authority public housing, many of the poor whites moved out.

Atlanta Public Housing Projects increased in number until Atlanta had one of the highest concentrations of public housing residents per capita in the United States. The presence of other poor residents in the City gave Atlanta the second highest concentration of poverty in the country. In 1994 HUD named the Atlanta Housing Authority one of the worst housing authorities in the Nation. In 1994 Dr. Renee Glover became the new executive director of AHA. One of her goals was to take advantage of the federal HOPE VI program funding to reduce the high concentrations of poverty through the demolition of the worst public housing projects and redevelopment of the sites with mixed-income housing.

HOPE VI

Under HOPE VI qualifying displaced residents would be able to either move back into the new development or use Section 8 Housing Choice Vouchers to search for housing in the region. HOPE VI legislation made grants available to local housing authorities for the revitalization of the most distressed public housing. HOPE VI developments were not only subject to affordability, but accessibility requirements that prohibited discrimination on the basis of disability by public entities, such as the AHA. Federal requirements for HOPE VI mandated one-for-one replacement of any public housing that was torn down until Congress repealed this legislation in 1995. Between 1996 and 2003 the AHA razed more than 5000 dilapidated apartments throughout the City and leveraged approximately $184 million of federal grants into roughly $2.5 billion of private investment, public improvements, and related economic activity.

The ten-year HOPE VI program was not reinstated by Congress in 2002. However, Atlanta's Housing Authority renamed their HOPE VI program the "Quality of Life Initiative." This initiative follows the model established by HOPE VI and will allow the more than 5000 residents of public housing projects that are slated for demolition the opportunity to escape an environment of concentrated poverty. Within the Westside Bowen Homes, Bankhead Courts, Hollywood Courts and Herndon Homes are slated to be demolished by 2010. As of February 2007, all four projects were more than 90% occupied. When demolition occurs, 1244 housing units will be gone and their occupants displaced (Atlanta Journal Constitution article, February 15, 2007).

Recommendations for AHA's Quality of Life Initiative

AHA's Quality of Life Initiative affects the entire population of distressed public housing developments, including the elderly, the ill, and other residents who would not adjust well to displacement. Case sensitive intervention by the AHA could go far in mitigating these concerns and challenges. Some possible program initiatives include :

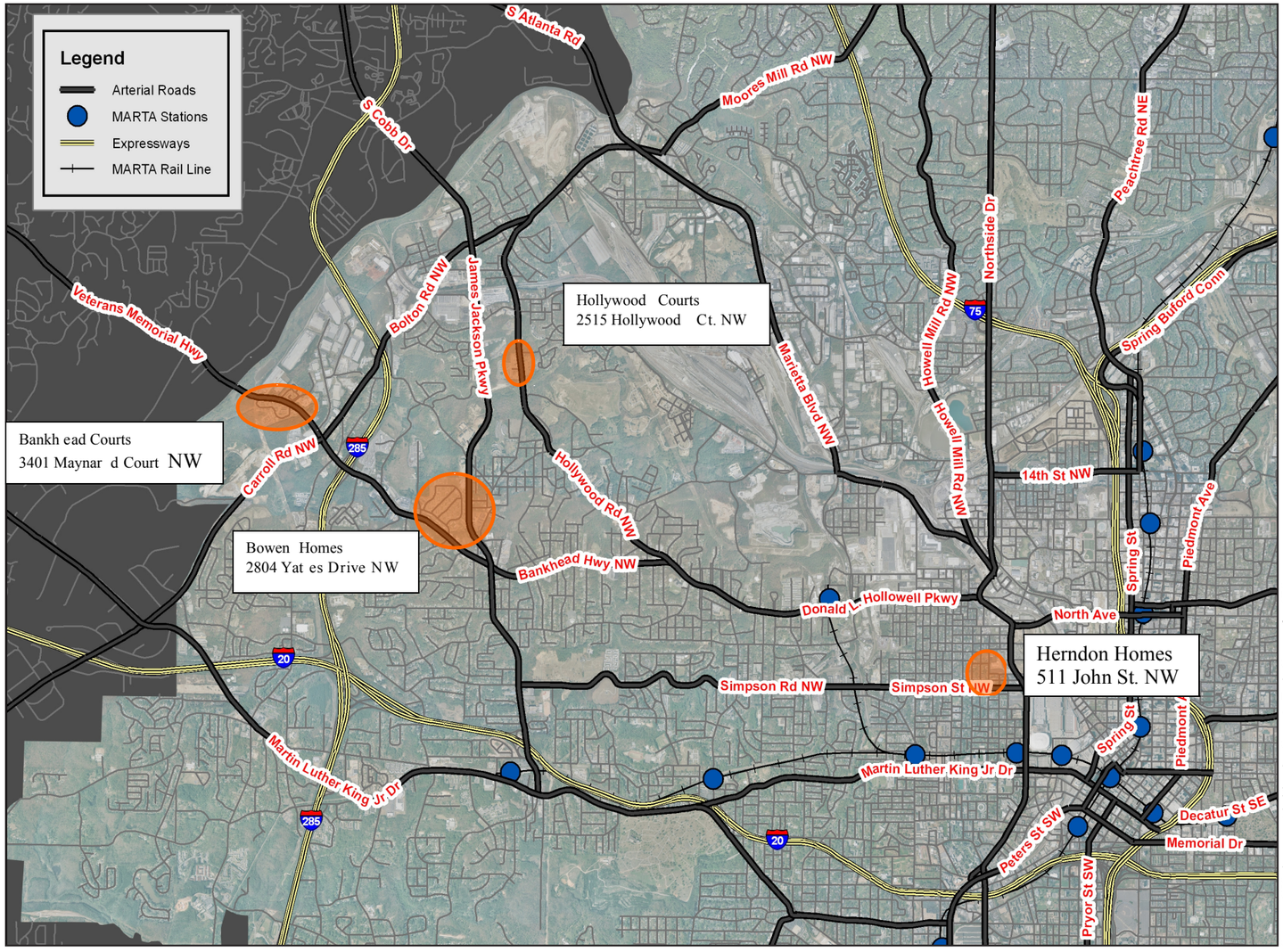
- Special support or assistance, including interim pre-move
- counseling, personal case management or transitional housing
- opportunities.
- Communication with potential landlords that dispels
- myths about the voucher program and its participants.
- High standards for the incorporation of affordable housing
- within new mixed income development. For example, the AHA
- might require 40% subsidized housing, 20% tax abatement
- housing, and 40% market rate housing in all of its new mixed
- income developments.
- Partnerships between the City of Atlanta and the AHA in
- defining new inclusionary zoning incentives within QOL Zoning Codes.
- Market analyses of existing affordable housing units within
- individual neighborhoods in the City of Atlanta to frame effective
- achievable goals and strategies
- Research on smaller single family housing stock, such as the
- Katrina houses offered by Lowe's, which could be incorporated
- into existing neighborhoods or as part of a higher density
- mixed use node development. New QOL zoning could be applied
- to the smaller lot sizes to insure attractive placement, scale and
- architectural integrity of infill.

Prior to displacement and demolition of housing projects scheduled for 2008, there should be a clear understanding between the AHA, the Westside Community leaders, and the City of Atlanta as to where those displaced will go upon the closing of the Westside housing projects. A regional impact study of other completed mixed-income housing projects, such as Centennial Place, might prove helpful in assessing current policy. Additionally, the City of Atlanta and AHA should explore new affordable housing strategies by examining successful programs in other parts of the country. An example that might serve as a model is "Housing Greensboro" which was initiated by Habitat for Humanity and the City of Greensboro in Greensboro, North Carolina. This program is explored in further detail within the Appendix.

Guidelines for Successful Affordable Housing Strategies

Strategic plans adopted by the City or by AHA must have clear goals with reasonable outcomes. The City or AHA should look at removing impediments within their existing programs or procedures while establishing new affirmative steps to reach their affordable housing goals. Systems that affect the affordability or availability of housing should be examined, as should the means, resources, and partnerships that the City and AHA can use to promote their housing goals. The value of any new strategic plan should be gauged by how well it can be implemented and successfully managed. Each strategic plan should have a clear description of the strategies to be used and programs created to back those strategies to meet the established goals.

Atlanta Public Housing



Source: GIS data provided by the Georgia Tech Center for GIS.

PUBLIC HOUSING	ADDRESS	CONSTRUCTION DATE	NUMBER OF UNITS	NUMBER OF RESIDENTS	OCCUPANCY RATE	AVERAGE RENT (PER MONTH)	EXPECTED DEMOLITION	LOCATION COMPLETION
Bowen Apartments	2804 Yates Drive, NW Atlanta, GA 30318	1964	650	1,872	95.2%	$226	January 2009-June 2010	March 1, 2009
Bankhead Courts	3400 Maynard Drive, SW Atlanta, GA 30331	1970	392	1,344	91.9%	$271	June 1, ? - March 11 ?	TBD
Herdon Apartments	511 John Street, NW Atlanta, GA 30318	1941	273	629	99.3%	$250	March-August 10, 2010	December 1, 2009
Hollywood Courts	2515 Hollywood Court, NW Atlanta, GA 30318	1969	202	600	99.0%	$252	TBD	January 1, 2010

Public & Affordable Housing

West Highlands at Perry Boulevard

Perry Homes was an ill-fated public housing project in northwest Atlanta. Economically and socially isolated, the deteriorating complex housed extremely low-income and predominantly single-women heads of household. In 2002, the 1,072 units of Perry Home's public housing were demolished. The West Highlands Partnership was created to redevelop the housing projects including: the Atlanta Housing Authority (AHA), the City of Atlanta, Columbia Residential, Brock Built Homes, Perry Golf Development, Fulton County, Georgia Power, YMCA, ABLE, 360 Housing, and the Atlanta Public Schools. The redevelopment of Perry Homes, now called West Highlands at Perry Boulevard, was created, including:

- Total Number of Single Family Homes = 1,100 units
- Total Number of Multifamily Rental = 700 units
- Total Project Cost = $400 million
- Total Acreage = 460+ acres with 97 acres of greenspace
- Planned Community Amenities = 18-hole golf course, 3-acre Town Center Park, YMCA, Public Library, and School

West Highlands at Perry Boulevard is comprised of five housing developments:

- Columbia Estates- multifamily housing
- Columbia Heritage- senior housing
- Columbia Parc Citi- multifamily housing
- Columbia Crest- multifamily housing
- Columbia Grove- multifamily housing

Development Name	Number of Units	Average Square Footage	Density	Construction Cost	Cost per Unit	Cost per Square Foot	HOPE VI loan	First Washington Mutual Mortgage	City of Atlanta Home Loan	Boston Capital Tax Credits	SunAmerica Tax Credits	Deferred Development Fee	Development Cost
Columbia Heights	124 units	1,421 sq. ft.	17.34 units/acre	$8.8 million	$71,114	$50.03	$3.8 million	$2.5 million		$5.9 million		$400,000	$12.6 million
Columbia Heritage	132 units	970 sq. ft.	37.82 units/acre	$9.1 million	$69,000	$71.13		$5.1 million	$875,000	$7.5 million			$13.4 million
Columbia Parc Citi	154 units	1,149 sq. ft.	26.40 units/acre	$10.5 million	$68,159	$59.31	$4.6 million	$3.1 million		$7.8 million			$15.4 million
Columbia Crest	152 units	1,062 sq. ft.	41.87 units/acre	$12.7 million	$83,500	$78.64	$4.9 million	$3.6 million			$7.8 million	$395,508	$16.8 million
Columbia Grove	138 units	1,149 sq. ft.	24.48 units/acre	$10.8 million	$78,260	$61.77	$4.0 million	$2.9 million			$8.2 million		$15.4 million

Public & Affordable Housing

50 Morris Brown Drive

92 Morris Brown Drive

1417 North Avenue

87 Chappell Road

107 Chappell Road

1016 Michigan Avenue

222 Mathewson Road

1031 Ollie Street

1117 Martin Luther King, Jr. Drive

Traditional Single-Family Neighborhoods

The majority of the Westside study area is composed of single-family houses built in the 1950s and 1960s. Some of the characteristics of the traditional single-family houses in these neighborhoods include:

- single story;
- garage access offest on the front of the house;
- awnings;
- flat roof lines;
- no exposed front porches- screened porches instead; and
- use of iron for banisters; architecural detail, and screendoors, etc.

Residents at the Blueprints Community Meeting expressed interst in maintaining the character of their single-family traditional houses, while accomodating for other types of housing. They thought that the most advantageous placement of higher density housing units should be located along the major corridors and at major nodes within the Westside study area.

Transit Oriented Development (TOD)

398 West Lake Drive

1102 Simpson Road

521 Elmwood Road

259 and 261 Rosser Road

119 and 115 Holly Road

Infill Development

According to community members at the Blueprints Community Meeting, new houses being built are incompatible with existing single-family traditional neighborhoods. Infill development is not accessing the character of the existing housing stock. Instead, they are creating cheap, housing characterized by:

- large front porches;
- driveways leading straight to the center of the house;
- out-of-scale, flat facades with little architectural detail; and
- cheap building materials, such as vinyl siding, standard windows etc.

When asked what type of housig is needed in the area, residents responded with:

- Affordable housing near the university area for both students and educators;
- Mixed-use condos and apartments;
- New housing near retail and commercial areas; and
- Apartment complexes to attract young people, which then attracts commercial activity.

Community Vision

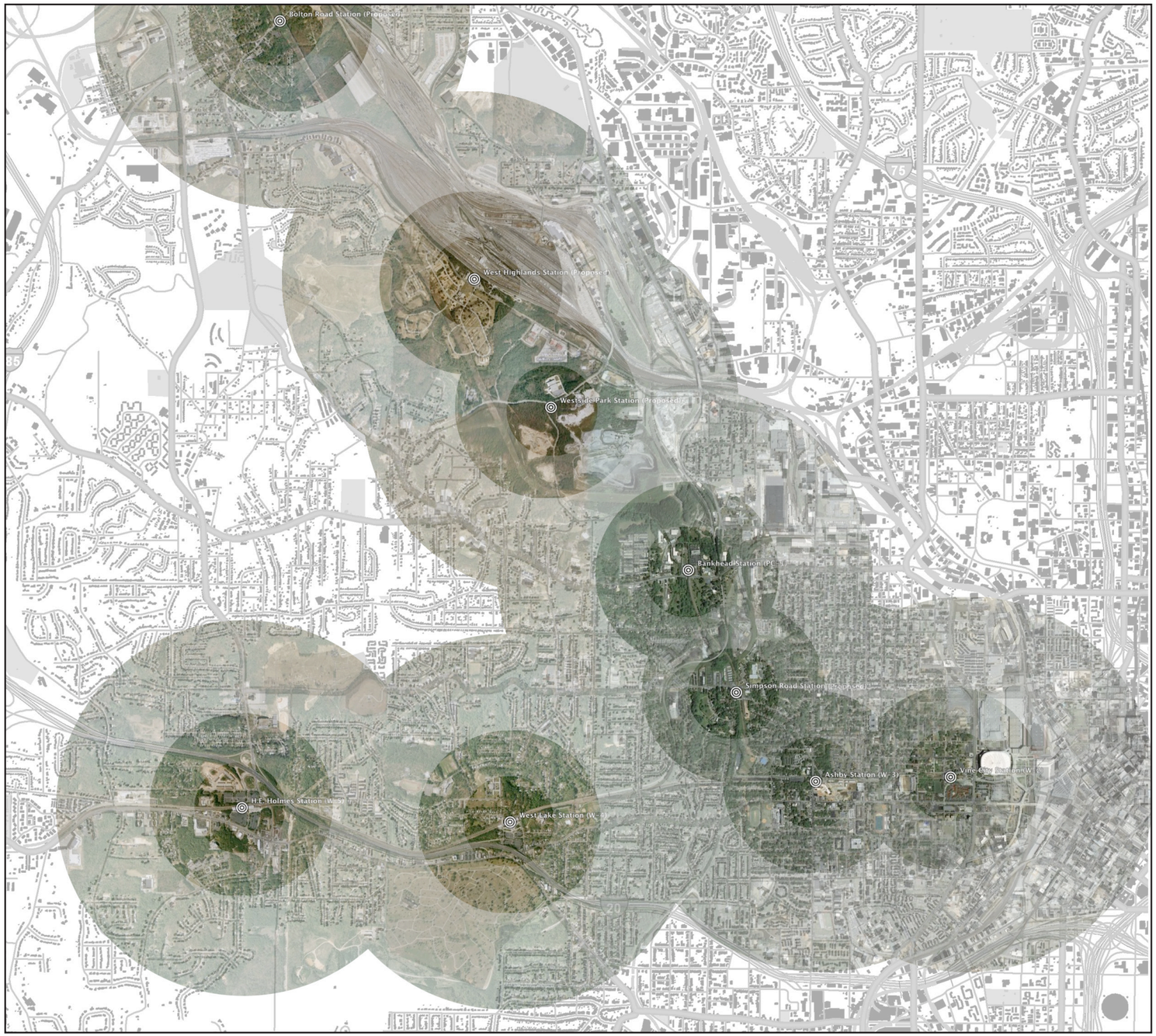
Residents want to maintain the character of the whole community - not just of a few seleted houses. They want to maintain the “feel” of the single-family, single-story houses which characterize the majority of the neighborhoods in the Westside Study Area.

Residents would like to see the development of density around retail and commercial areas. This will help provide for the range of housing options needed in the area. Also, by focusing development in certain areas (in this case, around retail and commercial areas), tradtional single-family homes are preserved from redevelopment. Residents also wanted the development of mixed-use developments on the main roads.

Transit Oriented Development as a Solution for Housing

Given the needs and desires of the community, providing for an increase in density around major transit nodes and corridors would preserve the existing single family housing stock. The ideas of New Urbanism and Transit Oriented Developments correspond with the needs and wants of the community in regards to maintaining and creating housing stock, increasing density in pre-determined areas, and providing for an increase in transit options.

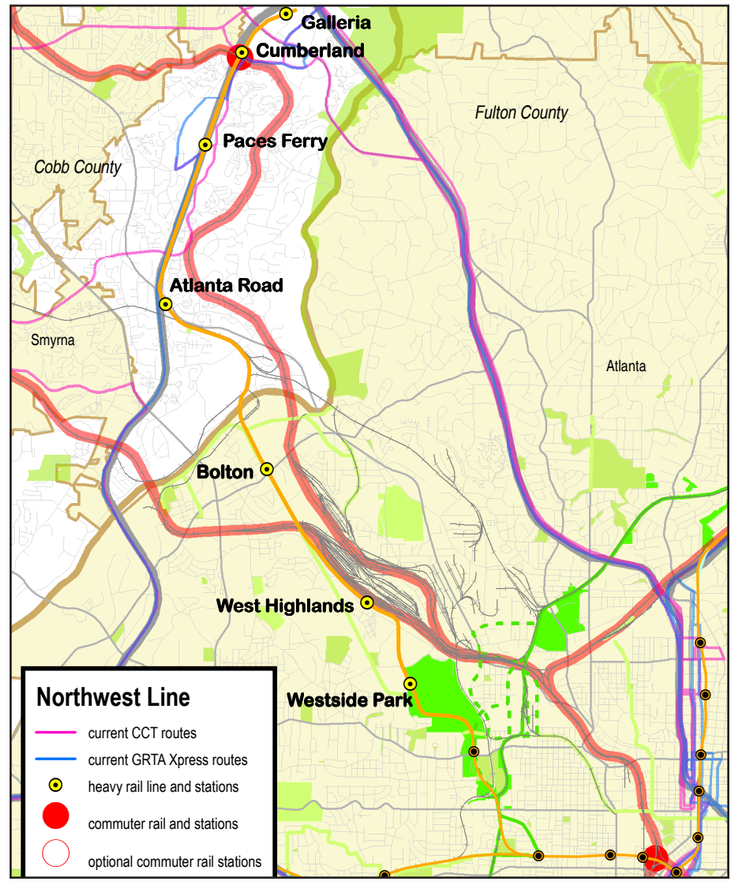
Transit Oriented Development (TOD)



Existing & Proposed MARTA Stations

The extension of the Proctor Creek MARTA line has been a proposal for the past 30 years, yet was never realized. There have been many advocates for the exxtension of this MARTA line into Cobb County. These maps demonstrate how the Proctor Creek line would look if extended.

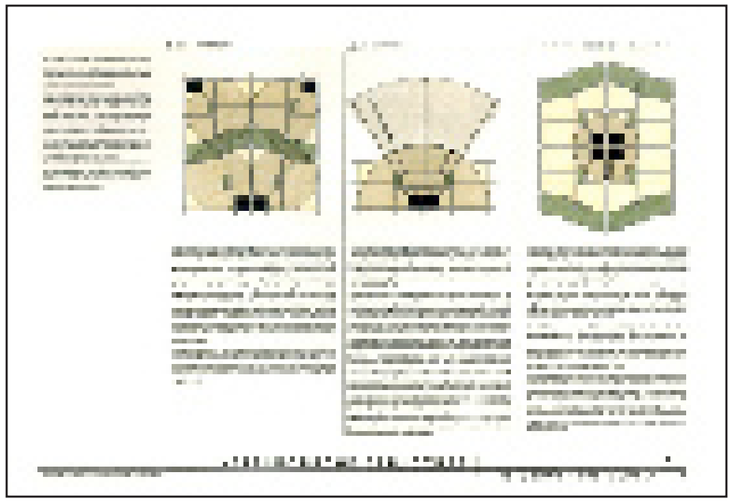
The map to the left details the walkability of each existing and proposed MARTA station on the Westside of Atlanta. The interior radii is a walking distance of 1/4 mile or 5 minutes from the MARTA station. The middle radii is a walking distance of 1/2 mile or 10 minutes. This is the accepted distance that people are willing to walk. The final exterior radii is a mile walk from the center of the station, or a 20 minute walk.



Source: Ryan Gravel

Transit Oriented Development (TOD)

New Urbanism



Source: All picture from Duany Plater-Zyberk & Company (DPZ).

The United States was developed in the form of compact and mixed-use neighborhoods. However, the ascension of the automobile and the emergence of modern zoning have led to an increase in suburban development, also known as sprawl. Despite its popularity, conventional suburban development has many disadvantages, including reliance on an automobile, increased use of land, and restrictions on the mobility of those who cannot drive. The New Urbanism is a response to sprawl based on the idea of creating walkable, mixed-use communities.

Principles

There are 10 main principles associated with New Urbanism:

1. **Walkability-** The majority of destinations should be within a 10-minute walk of home and workplaces. The street should be lined with pedestrian-friendly design, such as buildings close to the street, tree-lined streets, on-street parking, hidden parking lots, etc.
2. **Connectivity-** There should be an interconnected street grid for dispersing traffic and creating pedestrian-friendly environments. This street grid system is characterized by a hierarchy of boulevards, streets, and alleys.
3. **Mixed-Use and Diversity-** A mix of uses within neighborhoods, blocks, and buildings is essential. This mix should include shops, offices, and residential units. This mix should also include a diversity of people—of ages, races, and income levels.
4. **Mixed Housing-** The residential units should vary by type, size, and price level to accommodate this mix of diverse people.
5. **Quality Architecture & Urban Design-** The architecture of buildings should place an emphasis on beauty, aesthetics, human comfort, and creating a sense of place. The placement of civic buildings within the community should emphasize their importance within the community.
6. **Traditional Neighborhood Structure-** The neighborhood should have a discernable center and edge, with the center serving as the main public area of the neighborhood. The range of uses and densities should be incorporated into a 10-minute walk from the neighborhood center. An importance is placed on transect planning—the placement of the highest densities at the town center and the decrease of density towards the edge of the neighborhood.
7. **Increased Density-** An increase in density will allow for a more efficient use of resources and create a more pedestrian-friendly environment. The ideas of New Urbanism can be applied at all ranges of densities—from rural towns to large cities.
8. **Smart Transportation-** A high-quality transportation system is necessary for the connection of neighborhoods, towns, and cities. More pedestrian-friendly design promotes the greater use of bicycles, rollerblades, scooters, and walking,
9. **Sustainability-** New Urbanism promotes energy efficiency, minimal impact of development and its operations, and more pedestrian-friendly activities.
10. **Quality of Life-** All of these characteristics promote a higher quality of life.

Implementing New Urbanism

New Urbanism is most effective when planned at all levels of development:

- Single buildings;
- Groups of buildings;
- Urban blocks;
- Neighborhoods;
- Networks of neighborhoods;
- Towns;
- Cities; and
- Regions.

Transit Oriented Development (TOD)

Source: http://www.transitorienteddevelopment.org/

Source: http://www.mdot-realestate.org/tod.asp

Source: http://www.mdot-realestate.org/tod.asp

Transit Oriented Development (TOD)

Regional planning techniques are being used to shape development into high-density, compact, mixed-use neighborhoods, towns and cities. Transit Oriented Development (TOD)—the development of compact, pedestrian-friendly communities centered around high quality train systems—is one type of development that incorporates the ideas of New Urbanism into high-quality development areas. This makes it possible to live a higher quality of life without complete dependence on a car for mobility and survival. By focusing compact development around transit stations, TOD capitalizes on the value of public infrastructure investments and promotes sustainability. These development synergies promote increased transit ridership for transit agencies. In addition to increased ridership, TOD also is a successful tool for promoting local economic development, helping communities plan for sustainable growth, and increasing overall quality of life in a region.

Benefits of Transit Oriented Developments

- Higher quality of life;
- Better places to live, work and play;
- Greater mobility with ease of moving around;
- Increased transit ridership;
- Reduced traffic congestion and driving;
- Reduced car accidents and injuries;
- Reduced household spending on transportation, resulting in more affordable housing;
- Healthier lifestyles with more walking and less stress;
- Higher, more stable property values;
- Increased foot traffic and customers for area business;
- Greatly reduced dependence on foreign oil;
- Greatly reduced pollution and environmental destruction;
- Reduced incentive to sprawl, increased incentives for compact development;
- Less expensive than building roads and sprawl; and
- Enhanced ability to maintain economic competitiveness.

Components of Transit Oriented Developments

- Walkable design with pedestrian as the highest priority;
- Train stations as the prominent feature of town center;
- Regional node containing a mixture of uses in close proximity including office, residential, retail, and civic uses;
- High density, high quality development within a 10 minute walk circle surrounding train stations;
- Collector support transit systems including streetcars, light rail, and buses;
- Designed to include easy use of bicycles, scooters, and rollerblades as daily support transportation systems; and
- Reduced and managed parking inside 10 minute walk circle around town center / train station.

Implementing Transit Oriented Developments

There are 4 main procedures in which a TOD may be implemented:

1. **Specific Plan-** Implements the comprehensive plan in 1 of 3 ways:
   - By acting as a policy statement that refines the general plan's policies with respect to a specific land area;
   - By directly regulating land use; or
   - By combining detailed policies and regulations into a focused scheme of development.
2. **Planned Unit Development (PUD)-** A PUD allows a local government to control the development of individual tracts of land by specifying the permissible form of development in accordance with the local PUD ordinance.
3. **Development Agreements-** Under this, local governments agree to "freeze" the regulations applicable to a particular parcel, often in consideration for substantial contributions by the landowner to public infrastructure, environmental mitigation, or affordable housing.
4. **Capital Improvements Program (CIPs)-** This provides the mechanism for staging/sequencing the transportation improvements needed to accommodate a TOD. CIPs usually include a list of transportation facilities that will be made available, when the facilities will be available, the funding mechanisms used to finance the facilities, and the capacity of the facilities in order to demonstrate the availability of future infrastructure to developers.

Transit Oriented Development (TOD)

Source: http://www.theslatinreport.com/

Source: http://www.theslatinreport.com/

The lack of geographic barriers serves as the primary contributor to the sprawling development pattern in Atlanta. This contributes to the car-centered mentality of Atlanta residents and demonstrates their ranking as the "highest vehicle miles traveled (almost 35 miles per day per capita) and the longest daily commutes in the nation." There have been many attempts at creating a regional transportation system to serve the Atlanta region to help alleviate the traffic congestion produced by sprawl.

Georgia Regional Transportation Authority (GRTA)

- Created in 1998 to finance mass transit and other projects that aim to alleviate air pollution.
- Regional bus system established in April 2002, composed of 11 counties and 37 routes.
- The program will result in 48 arterial road improvements—over $260 million spent in surrounding counties.

Atlanta Regional Commission (ARC)

- Livable Centers Initiative (LCI) is part of the 25 year Regional Transportation Plan. LCI awards $1 million per year for 5 years to local governments and nonprofit organizations to fund land use and transportation planning studies.LCI funds are awarded to projects demonstrating: connection of homes, shops and offices; enhancement of streetscapes and sidewalks; emphasis on pedestrians; improvement to access to transit and other transportation options; and expansion of housing options.
- The Quality Growth Toolkit, another initiative created in the Community Choices program, offers techniques that address topics such as developing conservation districts, corridor redevelopment, transit-oriented development, infill development, mixed-income housing, overlay districts, and traditional neighborhood development.

Source: http://www.urbanenthusiast.com

TOD at Lindbergh MARTA Station

As of 2007, MARTA had 9 TOD projects either being planned, in the negotiation stages, or under construction around its stations. These stations include Lenox, North Avenue, Medical Center, Chamblee, Sandy Springs, Avondale, King Memorial, Lakewood/Ft. McPherson, and the famous Lindbergh Station.

MARTA's Lindbergh Station Development was the first development selected to pilot the Federal Transit Administration's 1997 Policy on Transit Joint Development, a project focused on policy revisions intended to encourage transit agencies to take a more active role in the development of station-area lands. Lindbergh Station also represents the first time a transit agency took the primary role in developing the properties surrounding the train station.

In 1998, MARTA put out a request for proposals (RFP) for the 47-acre site around the Lindbergh MARTA Station in Buckhead. The station was the second busiest station in the rail network, serving as the major bus transfer point for over 600 buses daily. The RFP called for intense residential and office mixed-use development: a program of over 2.4 million square feet of office space; 225,000 square feet of retail space; more than 700 residential units; a 190-room hotel, and the required parking needed for this type of development.

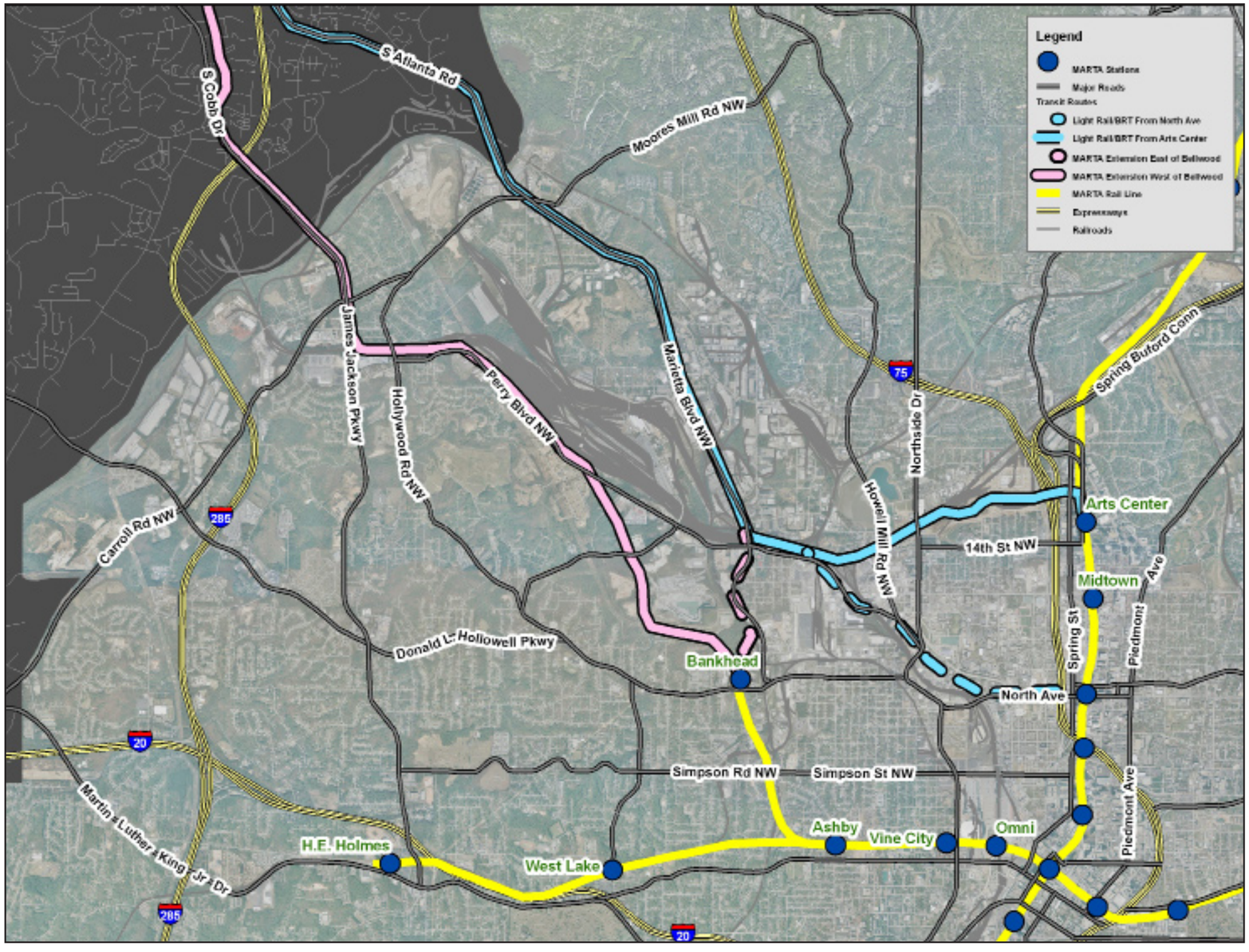
Lessons Learned from Lindbergh Station

There were many lessons learned during the development of the Lindbergh TOD:

1. Community involvement is essential to creating good projects;
2. Research shows that too much parking has a deleterious effect on transit ridership, aggravates traffic congestion, and drives up the cost of projects;
3. TOD projects should be integrated into their surroundings; investments in pedestrian infrastructure and streetscape improvements are vital;
4. Affordable housing needs to be a component of TOD; and
5. TOD cannot solve congestion and emissions problems without supportive policies and investments at the regional and state level.

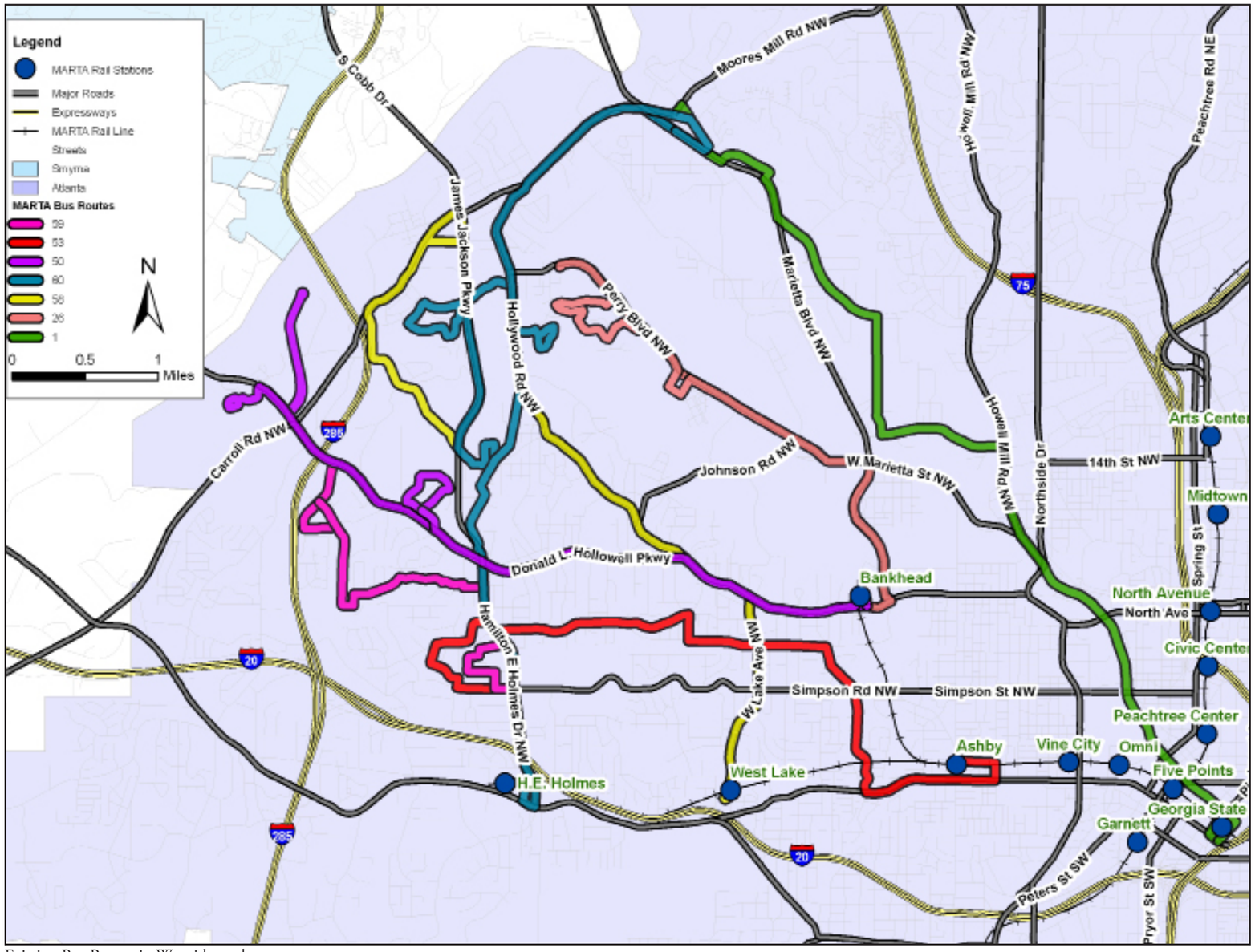
Transit Oriented Development (TOD)

TRANSPORTATION



Source: GIS data provided by the Georgia Tech Center for GIS.

Public Transportation



Source: GIS data provided by the Georgia Tech Center for GIS.

Existing Bus Routes in Westside study area.

Existing Bus Routes

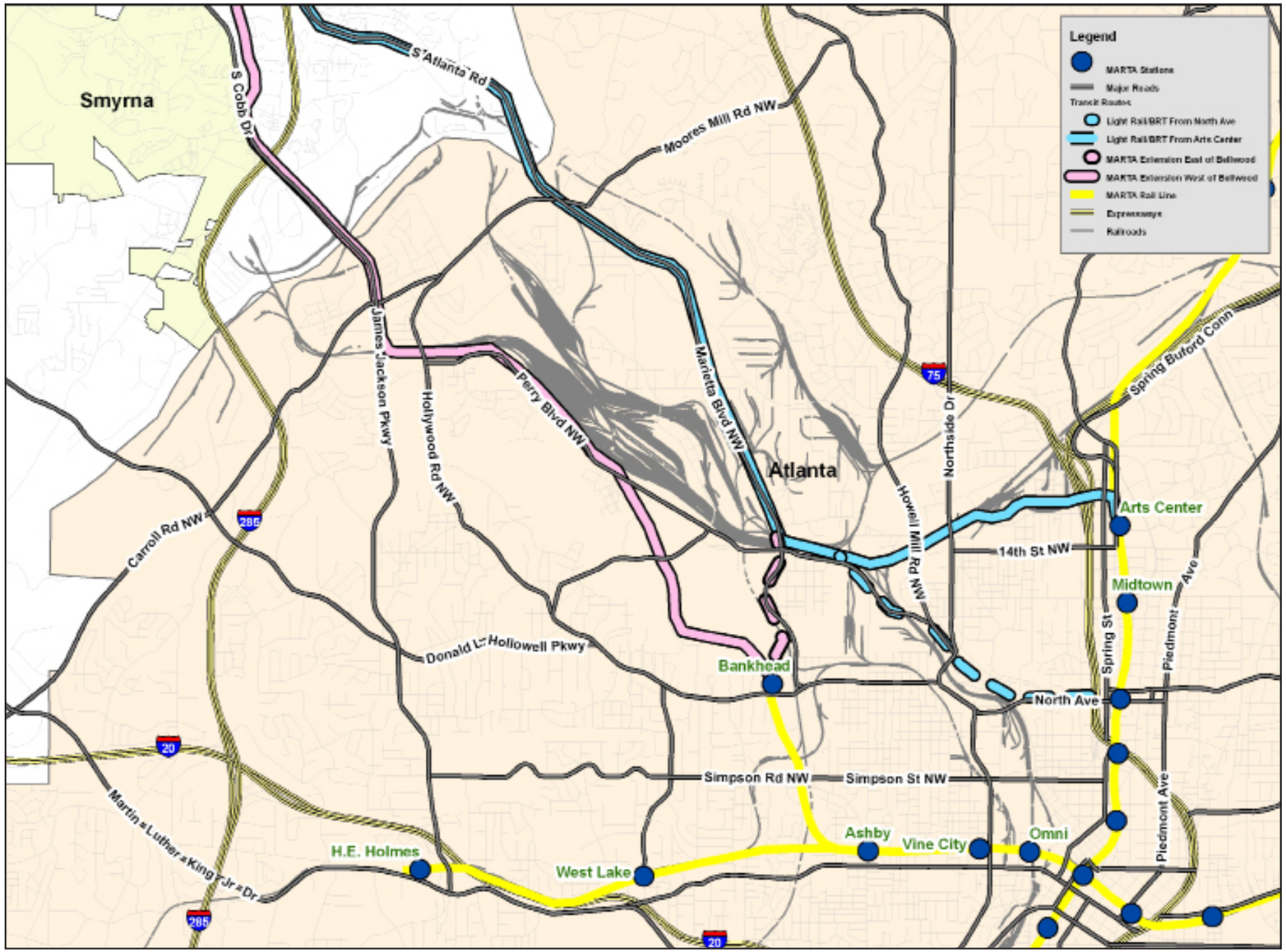
The existing public transportation framework in Westside Atlanta leaves much to be desired. Currently there are seven bus routes serving the study area. The study area is roughly bounded by Simpson Road on the south, the city limits on the west, Marietta Boulevard on the north, and Northside Drive on the east. These bus routes are as follows:

Route Number	Route Name	Weekday Peak Frequency	Weekday Off-Peak Frequency
1	Coronet Way	20 min.	30 min.
26	Perry Boulevard	30 min.	30 min.
53	Grove Park	40 min.	1 hour
58	Bolton Road	20 min.	30 min.
60	Hightower / Moores Mill	15 min.	15 min.
50	Bankhead	20 min.	40 min.
59	Bankhead Court	40 min.	40 min.

These routes are displayed at left. While the rubber tire bus system does serve the area, the headways for some of the routes are long and may not be adequate for the population of Westside Atlanta. However, because of the spread out nature of the area, transit service is difficult to provide effectively. Increased transit ridership depends on increased density in areas that transit serves. In order for this to occur, we recommended some alternative routes for expanding the public transportation infrastructure for Westside Atlanta.

Currently, bus routes feed the rail system providing riders with a connection to the heavy rail system. This works from a system standpoint, but often bus and rail connections have long lag times requiring riders to wait up to 40 minutes for a bus if they arrive just after the bus leaves the station.

Public Transportation



Source: GIS data provided by the Georgia Tech Center for GIS.

Transit options for the Westside study area.

Transit Options for Westside Atlanta

Analysis Process

The process of evaluating expanded transit for Westside Atlanta began with looking into the existing public transportation infrastructure on the Westside. It was clear that bus headways were too long in many cases. With significant rail and road infrastructure already in place, it became clear that a more substantial rail or bus rapid transit system is feasible on the Westside. Although much of the area did not have the density to support transit, there were many things that suggested transit would be needed in the next 25 years as the area grew. Already, new development is coming to the area rapidly, and new transit service would help to focus the new development into specific areas so that single family neighborhoods are protected.

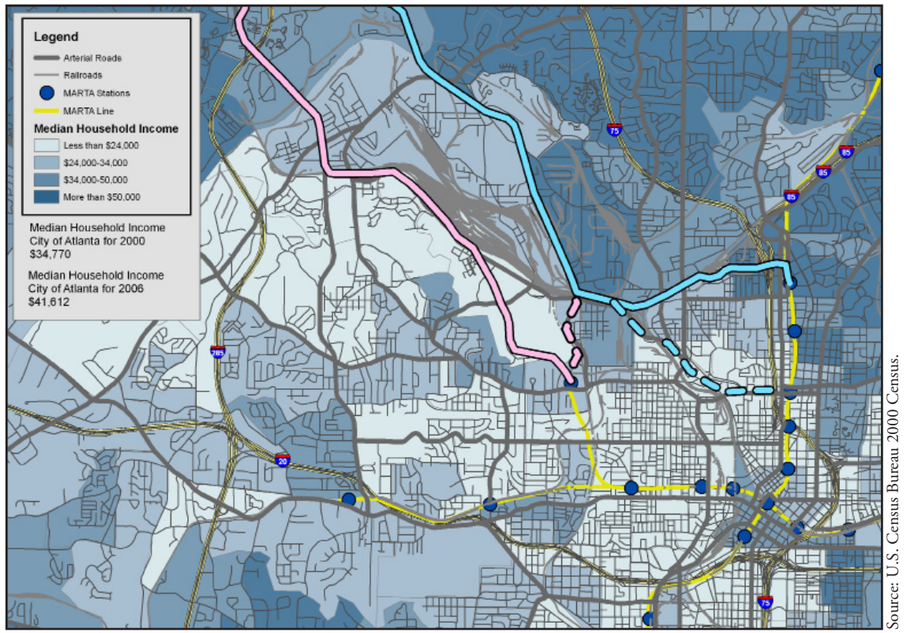
To the left are the routes examined for Westside Atlanta. These routes were evaluated using demographic data and public input from stakeholders.

Public Input

Several public meetings were held to solicit public input on the options available and the challenges each posed. Throughout the public meetings, the option of extending MARTA along the Perry Boulevard corridor continued to rise to the top as being the most favored option. The reason for this was that Marietta Boulevard was seen as more of a throughway and not as a corridor that would serve the neighborhoods in Westside. Since Marietta Boulevard mainly served truck traffic and industrial purposes, it was not seen as viable for the type of transit that the community wanted.

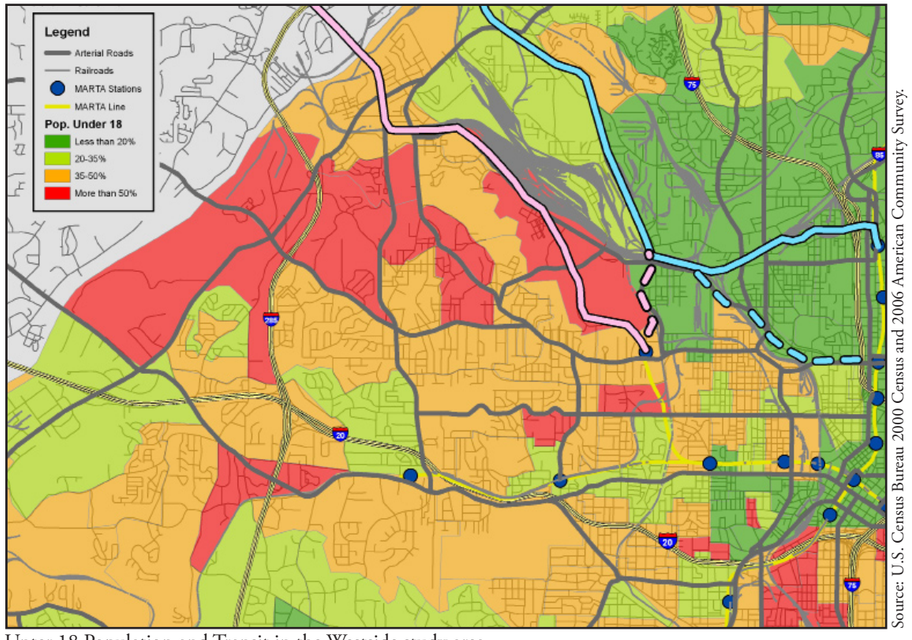
The Perry Boulevard alignment had almost unanimous support from the community due to its likelihood to serve communities better than the Marietta Boulevard route. Additionally, the Perry Boulevard route is more likely to serve the population better due to the fact that it was an extension of the existing MARTA line.

Public Transportation



Source: U.S. Census Bureau 2000 Census.

Income and Transit in the Westside study area.



Source: U.S. Census Bureau 2000 Census and 2006 American Community Survey.

Unter 18 Population and Transit in the Westside study area.

Demographics & BeltLine Transit

Analysis Process (cont.)

Demographics

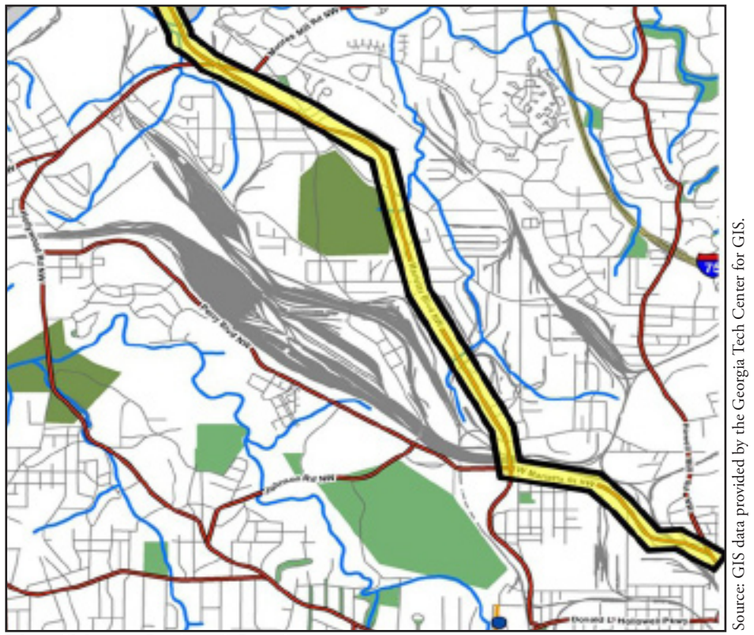
Another step in the analysis process was looking at the demographics of the area. The maps at left shows two of the demographic features we looked at when thinking about the transit route. The first map shows that the route along Perry Boulevard serves a lower income makeup than does the map following Marietta Boulevard. Since transit is an important part of getting lower income people to jobs, it is important that transit serve this area.

The second map illustrates the percentage of population under the age of 18. Transit also aims to serve young people who do not have access to vehicular transportation. It is likely that this group of people will have a great need for transit services that are more substantial than those already being offered.

Elderly population was also looked at in this examination, but the elderly population in this portion of Atlanta was found to be quite small. In most cases, the percent of elderly was less than 20%. However, the higher rates of elderly population tended to be on the south side of the Inman Rail Yards, in terms of percentages.

BeltLine Transit

Another consideration was the possibility of the BeltLine Transit serving part of this area with transit. Upon discussion with people working on the BeltLine, it was clear that there were still numerous issues surrounding the BeltLine transit in this area. Due to the continued use of freight track in the corridor, it was clear that transit in this area would still be many years away. Additionally, there was not a clear way for the BeltLine to connect with MARTA at this point in the process. Considering that, we looked at serving the Westside park with a MARTA extension from Bankhead station.



Source: GIS data provided by the Georgia Tech Center for GIS.

Map of Marietta Boulevard Corridor.

Much of the Marietta Boulevard corridor includes right-of-ways of 60'-70'.

The Marietta Boulevard coridor serves the downtown employment center (seen in distance).

The birdge at the Chattahoochee River would need to be resized to allow for future growth.

Public Transportation

Possible Transit Options

Historical Work

In 2002 Georgia Regional Transportation Authority (GRTA) initiated a study of transportation possibilities within the Northwest Corridor. The eleven initial possibilities were ultimately narrowed down to three possible scenarios on the basis of practicality and feasibility. Northwest transportation possibilities include:

- A light rail connection from North Avenue MARTA station through Westside Atlanta via Marietta Boulevard to Cobb County.
- A bus rapid transit line that began at Arts Center MARTA station and ran essentially along the same corridor into Cobb County.
- Expansion of bus transit on I-75 and the addition of bus-only lanes to accommodate bus rapid transit along that corridor.

GRTA ultimately selected the third option as the Locally Preferred Alternative (LPA) . Despite this designation, the plan has not yet been formally implemented. Proponents of the transit options have cited population growth and increases in density within the Westside as justification for a reevaluation of Northwest Corridor transportation possibilities.

Expanding Transit Alternatives – Route Selection

In order to evaluate the transit options for Westside Atlanta, the alternatives were split into two categories. The first was to consider a light rail line that would go between Cobb County and Downtown Atlanta, stopping at several locations in the Westside. The second alternative was to extend the current MARTA system beyond the Bankhead terminus into the Westside along Perry Boulevard and further into Cobb County to Marietta.

The photos at left show some of the characteristics of the Marietta Boulevard Corridor. While the Marietta Boulevard Corridor is ideal from a technical perspective, it does not efficiently serve the population of Westside Atlanta. Most of the population of the area is south of the Inman Rail Yards, making this corridor mainly ideal as a throughway rather than a viable transit option for the Westside.

Railroad at James Jackson Parkway (looking east). Hollywood Road can be seen in the background.

Power line right-of-way near West Highlands at Perry Boulevard.

View from the Inman Yards.

Corner of Hollywood Road & Perry Boulevard - possible station location for redevelopment.

Public Transportation

Extension of MARTA

Extension of MARTA

The extension of the MARTA line to Cobb County via the Perry Boulevard Corridor was another option considered. This option would serve the new West Highlands area as well as the proposed Westside Park. While it is increasingly more likely that MARTA will not be expanded further with its current technology, it is likely that MARTA will seek other ways to extend their services. The concept with the Perry Boulevard route would likely be a light rail vehicle that could easily switch to the heavy "third rail" system currently used in the MARTA rail lines. This concept could replace the current Proctor Creek line which currently runs on 10 minute headways during peak hours and 15 minute headways during non-peak hours. An additional advantage to this line is the ability to use the strip of land between the Inman Rail Yard and Perry Boulevard. Since the light rail technology is amenable to pedestrian traffic, this could encourage more pedestrian friendly areas along the route.

The route would eventually tie into Cobb Drive and continue to Marietta, eventually joining up with the other proposed route. The connection to Cobb County is essential because to obtain the ridership numbers necessary to sustain transit currently, the route would need to expand into Cobb County. There is potential for a significant ridership from Marietta and Smyrna from medium density developments that have already taken place there. Along Oakdale Road in Cobb County, there are several substantial developments already in place that would likely contribute to supporting this transit route.

A new Light Rail system in Charlotte, North Carolina opened in a mostly industrial area this year.

The interior of light rail is comfortable, modern, and spacious.

Light rail is powered by overhead electric lines so that pedestrian access is improved around the stations and so track does not need to be grade separated.

Articulated buses (such as the one pictured in Chicago) are used commonly in bus rapid transit.

Public Transportation

Technologies Considered

Light Rail

The light rail option allows for greater flexibility than its cousin heavy rail. The MARTA system in Atlanta is considered a heavy rail system. Heavy rail transit is defined by having a third rail that electrifies the train propulsion motors. This electrified third rail is located in the rail bed itself and presents a safety hazard for pedestrians. This means that the entire heavy rail system must be grade separated from the rest of transportation infrastructure.

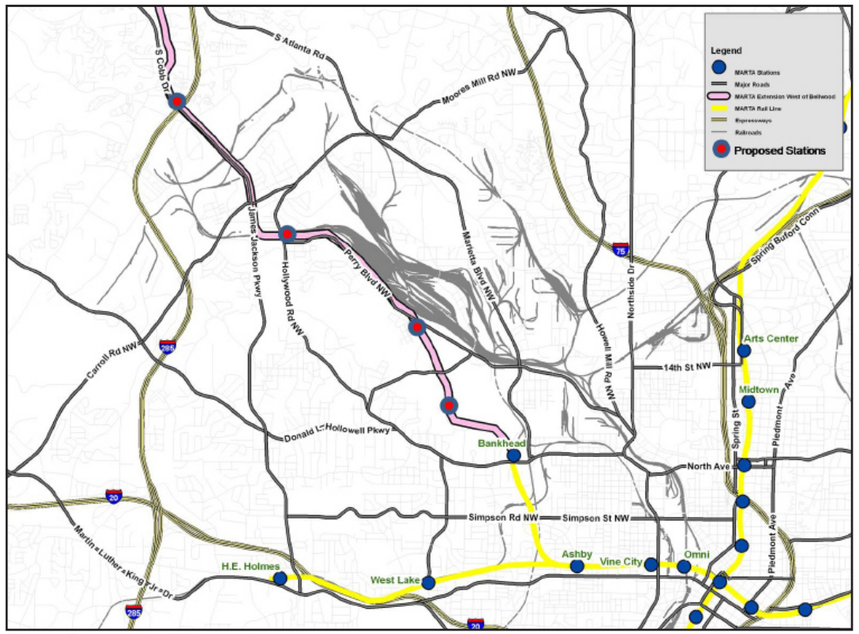
Light rail mitigates this problem and allows heavy rail to be utilized in pedestrian environments. The electric power comes from overhead catenaries which eliminate the need for grade separated track. Track can simply be laid directly in the street or alongside the street.

Bus Rapid Transit

Another alternative to light rail is Bus Rapid Transit. This option allows for a considerably less expensive way to move people rapidly through a corridor. This option made sense only along the Marietta Boulevard corridor because of its already existing right-of-way. Essentially, this technology would consist of an articulated bus similar to the one at left that would have a dedicated guideway. The bus would operate in this guideway exclusively, separated from regular traffic. The advantage to this approach is that it captures the benefits of a fixed guideway without the costs of light rail. The disadvantage is that people are less apt to ride a bus and often ridership numbers fall short of expectations. To capture the time savings of a transit vehicle, traffic signal priority is given to busses. This reduces the travel time along the corridor and allows for increased safety. Bus stops would be sheltered and consist of pay-before-you-board technology to decrease the time it takes to board and increase efficiency.

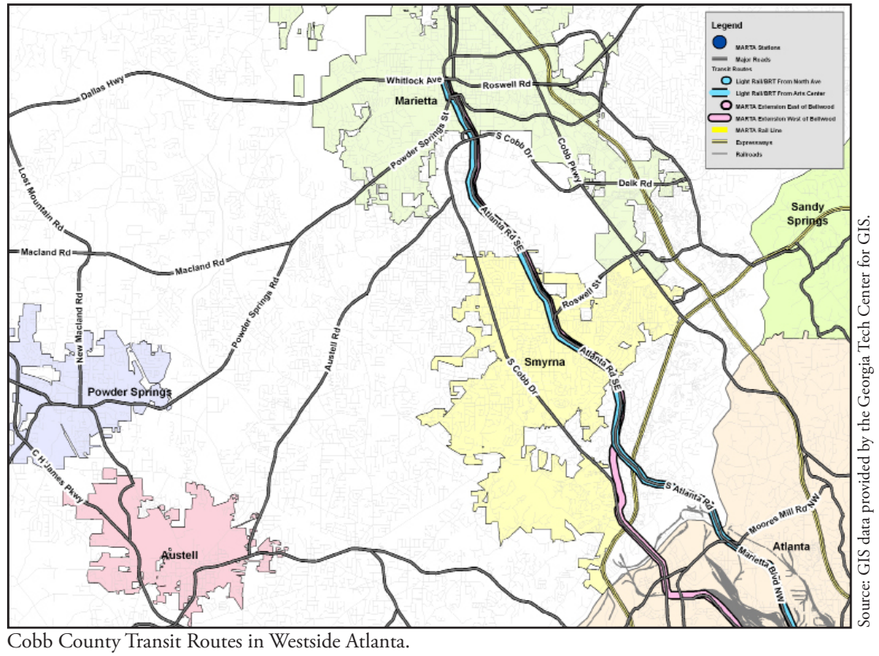
Dual Mode Vehicle

A dual-mode vehicle would likely be used along the Perry Boulevard alignment. Dual-mode vehicles are essentially a combination of a light rail vehicle and a heavy rail vehicle. Since the track gauge (or width) is the same for light rail and heavy rail, the vehicle would simply change from electric power in the traditional MARTA system to the power provided by overhead lines. The primary advantage of this technology is that riders can seamlessly continue into the rest of the MARTA rail system without having to change vehicles. This makes for much better customer satisfaction and shorter travel times throughout the corridor. The dual-mode technology has already been implemented in other places around the world, and could work as a solution to extending MARTA without having to spend the capital necessary to build heavy rail lines.



Source: GIS data provided by the Georgia Tech Center for GIS.

Transit Proposal for Westside Atlanta.



Source: GIS data provided by the Georgia Tech Center for GIS.

Cobb County Transit Routes in Westside Atlanta.

Public Transportation

Public Transportation Proposals

After considering all the options, the proposal most likely to be appropriate for Westside Atlanta is for the existing MARTA line to be extended to continue west of the proposed Westside Park, to West Highlands, along Perry Boulevard. This route is shown in the image to the left.

Since this alignment was the most favorable selection among the citizens participating and served the population well, it seems that this is the most effective solution to transit. Also, originally MARTA had planned to extend the Proctor Creek line to Perry Homes. The right-of-way between Bankhead and Perry Homes is still primarily owned by the City of Atlanta and the Atlanta Housing Authority. Long-time agreements are still in place to transfer ownership of the right-of-way when MARTA makes the decision to extend the line.

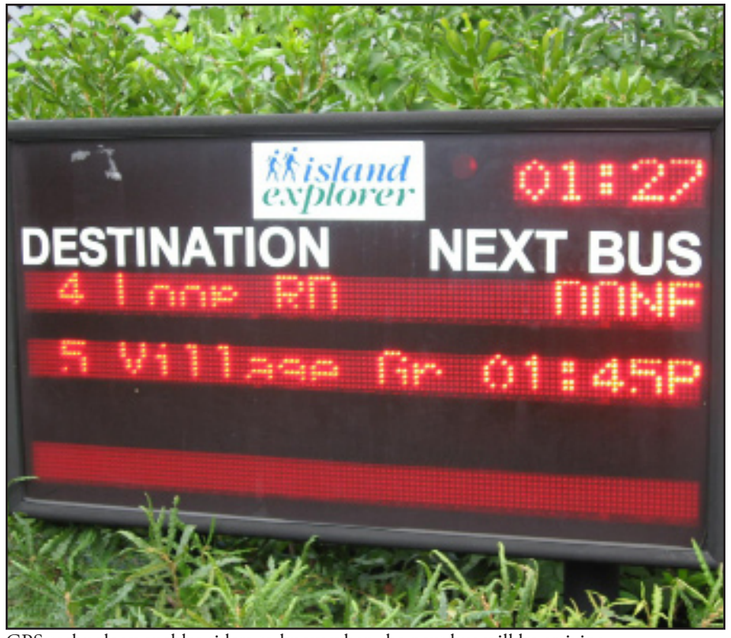
Continuation to Cobb County

As shown in the map to the left, the connection with Cobb County is necessary. This would require cooperation between MARTA and Cobb County by either bringing Cobb County into MARTA's service area or creating a new agency entirely to deal with regional transit issues.

Parking Facilities

Because light rail is intended to generate higher density development around stations, it is recommended that park & ride lots not be located at every station. Perhaps a small parking area could be provided, but the primary goal of the station is to have higher density built around it. One way this could be accomplished is to follow the successful model implemented at Lindbergh station.

At Lindbergh Station, Transit Oriented Development (TOD) was used to both enhance ridership and realize dense development around a transit station. In this case, MARTA purchased more land than necessary for the station. Subsequently, the land was leased to tenants to generate additional operating revenue. This could help to defray the costs of expansion. TOD is a method whereby new development in the Westside can be focused to further protect single family neighborhoods from infringing development pressure.



GPS technology enables riders to know when the next bus will be arriving.

Source: U.S. Census Bureau, 2004.

Longitudinal Household-Employer Dynamics

Potential route of service to Emory area from the East-West line.

Workers Employed in Selection Area #1	2004	
	Count	Share
* All Jobs	195,664	100.0%
* All Jobs (Private Sector Only)	117,900	100.0%
* All Primary Jobs (Worker's highest paying job)	185,523	100.0%
* All Primary Jobs (Private Sector Only)	110,118	100.0%

Workers of Area #1 Living in Area #2	2004	
	Count	Share
* All Jobs	13,437	6.9%
* All Jobs (Private Sector Only)	10,053	8.5%
* All Primary Jobs (Worker's highest paying job)	12,633	6.8%
* All Primary Jobs (Private Sector Only)	9,369	8.5%

Source: U.S. Census Bureau, 2004.

Longitudinal Household-Employer Dynamics

Public Transportation

Public Transportation Proposals

Dual Mode Vehicles

One of the most important aspects of this option is the use of dual-mode vehicles that can operate on both overhead electric lines as well as the third rail MARTA traditionally uses. This would allow seamless transfers between the MARTA system and the extension. Dual mode vehicles would resemble current MARTA trains, but they would also have overhead connections to the rail line via the overhead catenary.

Arrival Information

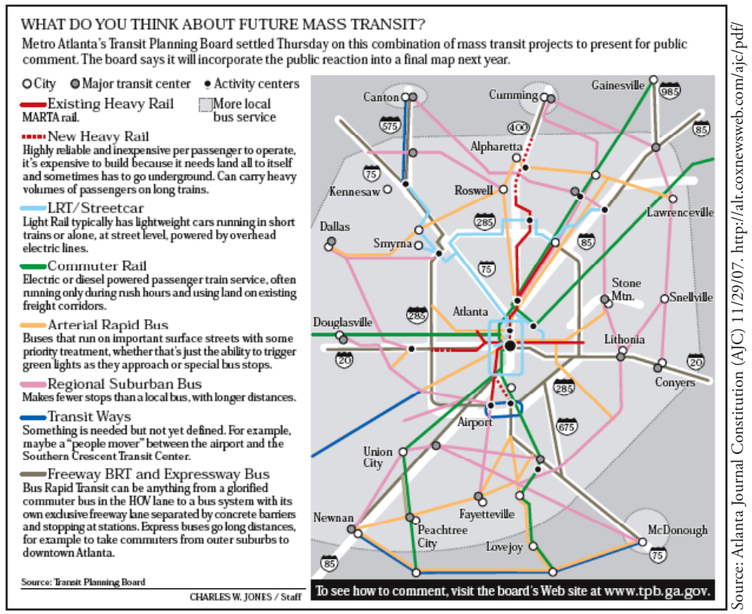
One way to make a transit ride more enjoyable is to allow the user to know precisely when their connecting bus or train will arrive. As shown in the picture at left, these systems are available now for relatively little cost. The system displayed shows the next two busses and the arrival times of each.

Integration with Proctor Creek Line Timing

Currently MARTA operates a short line along the East-West line between Bankhead Station and Candler Park. On stops in-between every other train goes the entire length from Indian Creek to H.E. Holmes. Replacing the Proctor Creek timing slot with a dual vehicle is the preferred option. An additional benefit of using this timing slot is an abandoned tunnel just before the East Lake Station. This alignment may be able to be used in the future to serve the Emory University area. Mended together, this would create a connection from Cobb County, going through Westside Atlanta, stopping in Downtown, and terminating at Emory. The map at left shows the conceptual route the dual mode vehicle would travel once it leaves the east-west line just prior to East Lake Station.

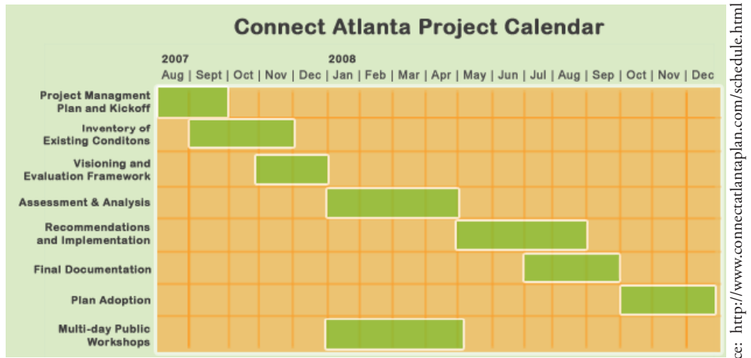
Ridership Potential

The map and table at left show the number of workers that are employed in the downtown area that work within two miles of the proposed corridor. While this corridor is likely to attract additional riders through increased density, this figure shows that 7 percent of the workers downtown are coming from this single corridor. This amounts a ridership potential of over 13,000. Of course, this includes only those people living there currently. If TOD policies are carried out, higher density could amount to a much higher transit ridership. In addition, this only accounts for destinations downtown. If the plan is implemented as suggested, there would be additional destinations of Emory and the Airport as workplace destinations, increasing ridership potential further.



Source: Atlanta Journal Constitution (AJC) 11/29/07. http://alt.coxnewsweb.com/ajc/pdf/

Proposed Transit Planning Board Map, open for public comment through May 2008.



Source: http://www.connectatlantaplan.com/schedule.html

Schedule of Events for the City of Atlanta Comprehensive Transportation Plan.

Public Transportation

Suggested Implementation Strategies

In order to see that some of these plans are implemented, it is necessary to start the conversation with MARTA and the Transit Planning Board about getting this line extended. In order to do this, there must be continued discussion of this extensions merits. This is important because in order for transit discussion to carry forward, there must be a champion for transit to be expanded in the Westside. Without an advocate for transit to serve the Westside, there will likely be no changes to the current level of service. As many of these steps will happen over a long period of time, there is a need for a group to be a champion for the long haul.

Coordination with Cobb County

Since this line will serve not only the Westside, but also continue into Cobb County, it will be critical to coordinate and work with the people who will be impacted by this change in Cobb County. Getting the support of these residents is crucial to the success. For this line to make sense from a ridership point of view, this link is necessary. Historically, suburban counties have opposed transit, but going forward, they are becoming more and more amenable to the idea as the realization of high fuel prices takes effect. There are several high density developments along the route extending into Cobb County. There are several along Oakdale Road between Cobb Drive and Atlanta Road. More development is planned for the area, and it would be a great coalition to team with to support this route going into Cobb County.

Transit Planning Board Comment Period | www.tpb.ga.gov

On November 29, 2007 the Transit Planning Board members from 11 metro area counties voted on a concept map to be open to public comment. This map currently does not include the proposed improvements to Westside transit. This would be an excellent time for the community to come together and support this line extension being added to the comprehensive transportation map. Transit is moving forward in Atlanta, and the Westside is in danger of being left out. Public comment for this process is open until May 2008. Comments can be posted on the Transit Planning Board Website at www.tpb.ga.gov.

Resources and Actions

City of Atlanta Comprehensive Transportation Plan | www.connectatlantaplan.com

The City of Atlanta has recently kicked off their Comprehensive Transportation Plan. This process will involve meetings throughout the year. The public participation phase has already begun with meetings occurring in December 2007. More information on the process can be found at the website above. The timeline for the planning process is located on this page in the lower left corner. Please note that Multi-Day public workshops will be held from January-April 2008. This is a perfect opportunity to bring these transit ideas to the table.

Suggested Contacts for Further Action

MARTA | www.itsmarta.com
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404.541.6552
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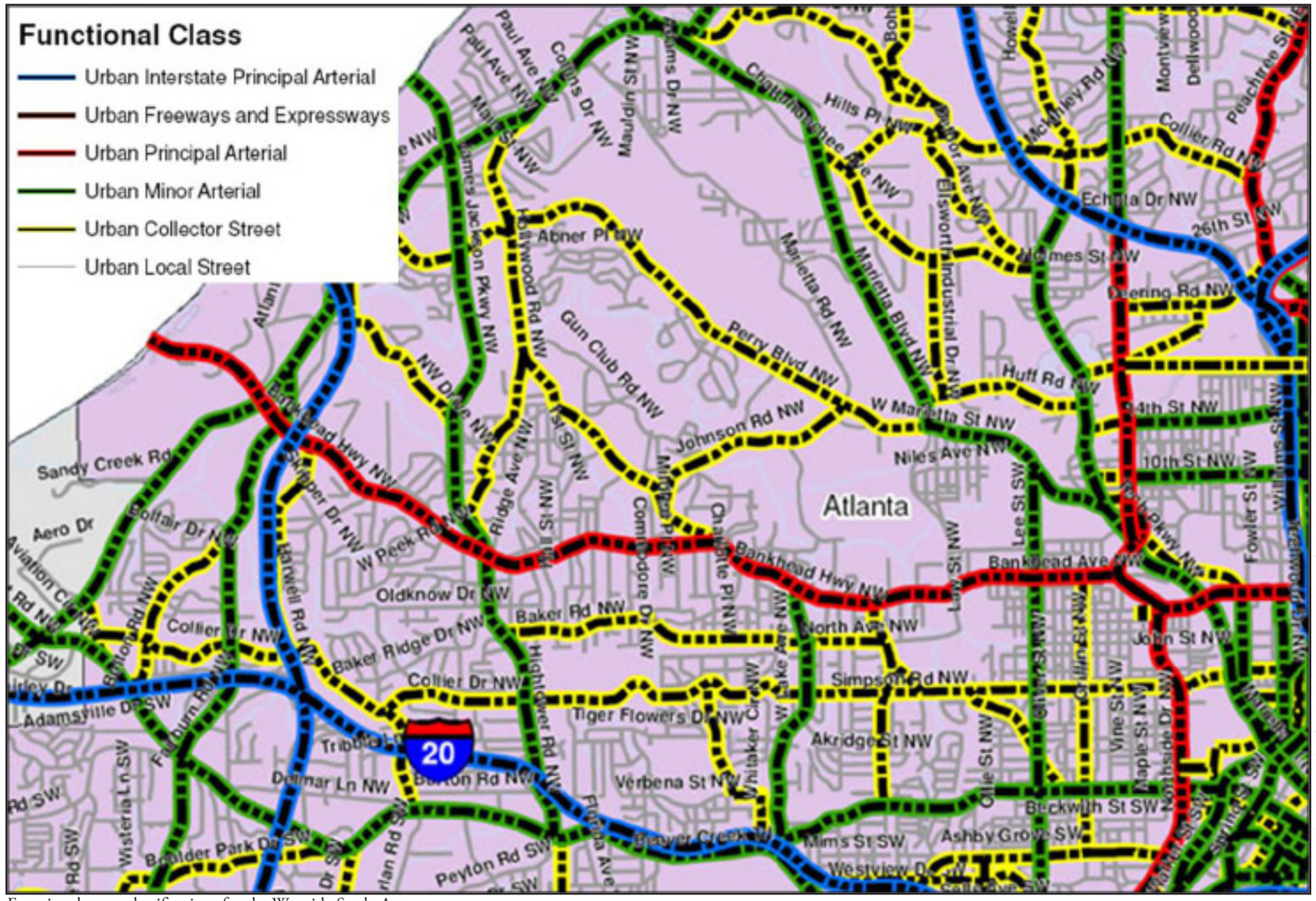


Source: *Fulton County Classification Map*, GDOT Division of Planning, Data, and Intermodal Development.

Functional street classifications for the Westside Study Area.

The street network on the Westside provides connections between neighborhoods, parks, schools, shopping centers, jobs, and other essential locations. But the streets also provide regional connections. They not only serve local residents and businesses, but also traffic passing through the Westside.

One way to break down this network is through a functional classification system which assigns street types based on the type of traffic, volume of traffic, and origins and destinations that the route serves. This offers a very car-oriented view of the streets. But a street network should provide for the safe and efficient movement of cars, trucks, buses, pedestrians, and bicyclists alike. And further, not every street should look or feel the same. Often in the study area, the land use and the street design are not compatible. For example, there could be a very wide street that does not carry high volumes of traffic or there could be a very busy street going through a residential area with high pedestrian use.

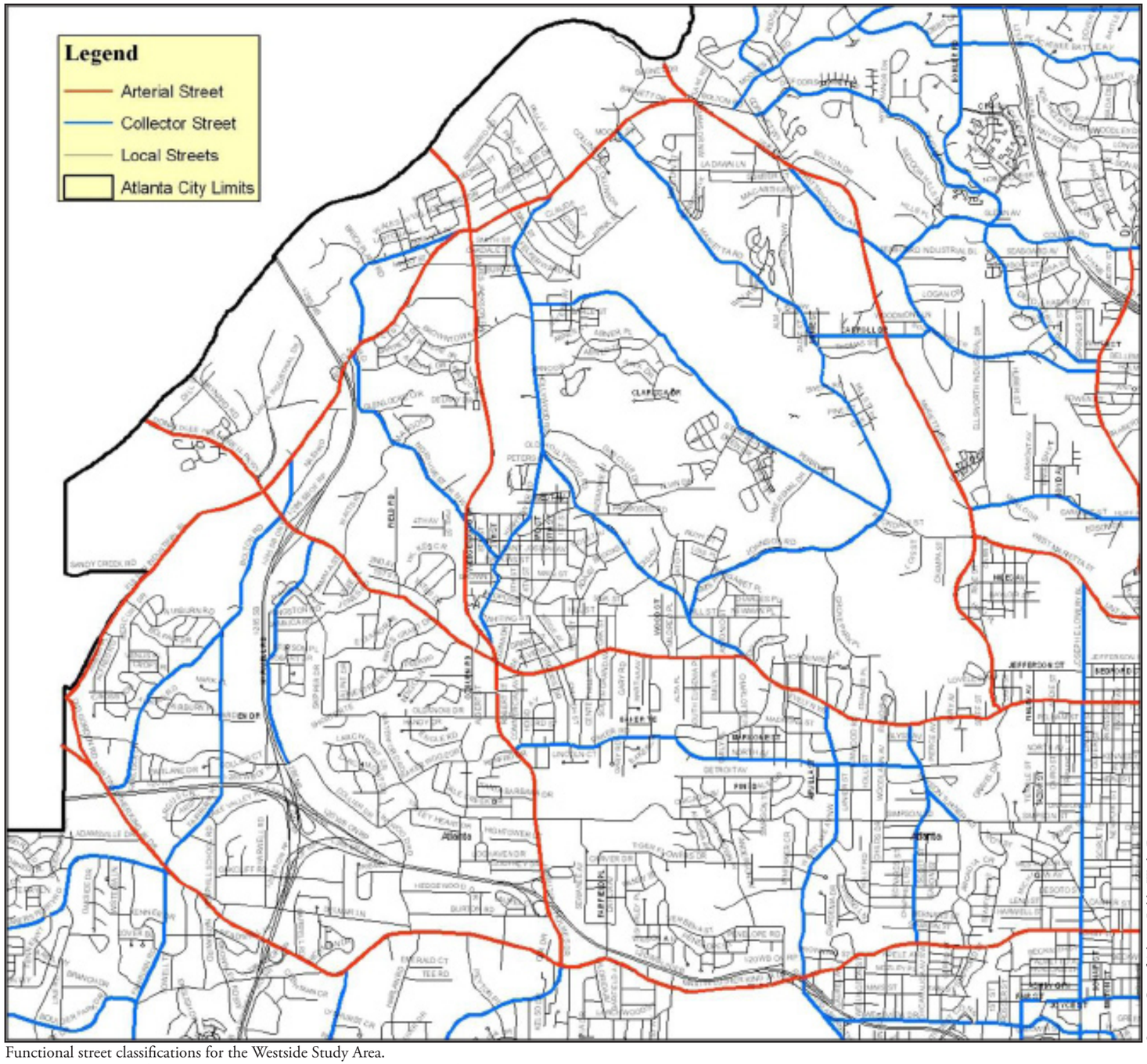
A descriptive street typology provides an alternative way to look at the street network. It shapes the streets to fit with the surrounding land use character (neighborhood, retail, industrial, etc.) while providing for the needs of all road users. The descriptive typology reflects the idea that "design dictates use." Meaning, street design can encourage road users to act in a certain way – like driving slowly through residential or commercial areas and more quickly through industrial areas – or discourage unintended users from choosing the road altogether.

Functional Street Classification

GDOT's Designations

Roadways in the Westside Study Area are classified based on American Association of State Highway and Transportation Officials' (AASHTO) Functional Street Classification system for Urban Areas [1]. An urban area is a geographical place (with boundaries designated by State and local officials) with a population of at least 5,000. Urban areas can further be characterized as urbanized areas (population of 50,000 or greater) or small urban areas (population between 5,000 and 50,000). The map at left shows the AASHTO functional classifications applied to streets in Westside Atlanta.

[1] *Described in AASHTO's A Policy on Geometric Design of Highways and Streets 2004 (also known as the "Green Book") and GDOT's Design Manual.*



Source: City of Atlanta, Public Works Department.

Functional street classifications for the Westside Study Area.

Westside Street Network

Functional Street Classification

Streets in urban areas are classified as:

- **Urban Interstate Principal Arterial** – A principal arterial that is designated as an Interstate highway (Examples: I-285 and I-20).
- **Urban Freeways and Expressways** – A principal arterial highway with full control of access (with preference given to through traffic) that is designed to provide high levels of safety and efficiency in moving high volumes of traffic at high speeds (Example: none in study area).
- **Urban Principal Arterial** – Streets that carry most of the trips entering and leaving the urban area as well as most of the through movements bypassing the central city (these are usually long-distance trips). The system typically carries important intra-urban and intercity bus routes as well. Finally, it provides continuity for all rural arterials that intercept the urban boundary (Example: Hollowell Parkway).
- **Urban Minor Arterial** – A street that intersects and supports the urban principal arterial system, accommodating moderate-length trips and providing greater levels of mobility and limited access to local development (Examples: Marietta Boulevard and James Jackson Parkway).
- **Urban Collector Street** – A street that provides land access and traffic circulation within residential, commercial, and industrial areas. It distributes trips from the arterial system to destinations and also collects traffic from local streets in residential neighborhoods and channels it into the arterial system. It may also carry local buses (Example: Simpson Road and Perry Boulevard).
- **Urban Local Street** – Any street not included in one of the higher systems that permits direct access to local land uses. It offers the lowest level of mobility, usually does not contain a bus route, and discourages through traffic (Examples: Marietta Road and Chappell Road).

City of Atlanta's Designations

City of Atlanta's functional street classification also adheres to AASHTO's designations, although it does not distinguish between principal and minor arterials. In this case, an "arterial" street is one that provides for through trips (generally of longer duration than those carried by collectors and local streets) while balancing the need for access to abutting land (from GDOT Design Manual).

GDOT & City of Atlanta Designations

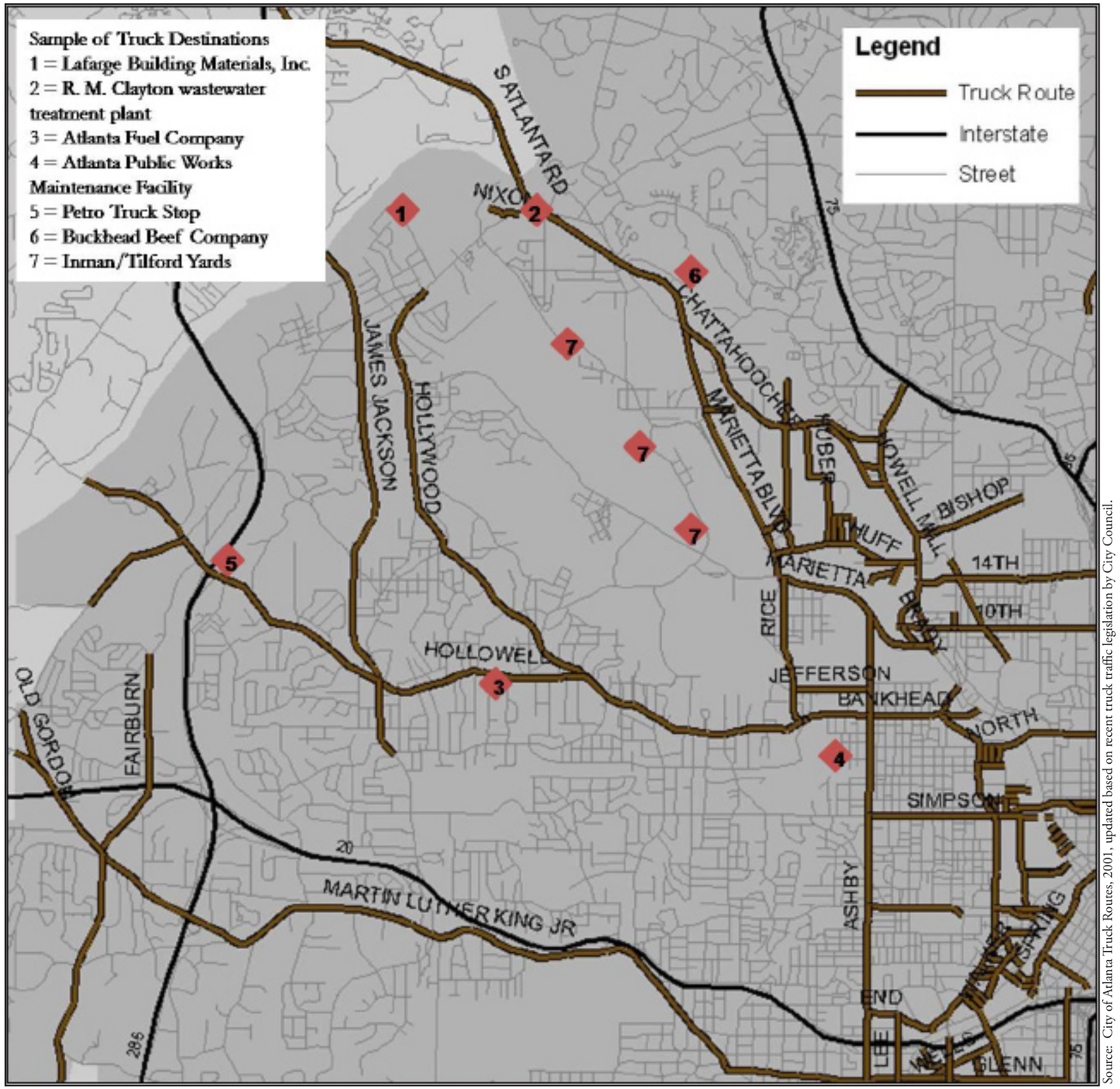
	GDOT Class	COA Class
Bolton Road	Minor Arterial	Arterial
Browntown Road	Collector	Local
Chappell Road	Collector	Collector
Hollowell Parkway	Principal Arterial	Arterial
Grove Park Place	Local	Local
Gun Club Road	Local	Local
Habershall Drive	Local	Local
HE Holmes Drive	Minor Arterial	Arterial
Hollywood Road	Collector	Collector
James Jackson Parkway	Minor Arterial	Arterial
Johnson Road	Collector	Collector
Lowery Boulevard	Minor Arterial	Collector
Marietta Boulevard	Minor Arterial	Arterial
Marietta Road	Local	Collector
M. L. K. Jr.. Drive	Minor Arterial	Arterial
North Avenue	Collector	Collector
Northwest Drive	Collector	Collector
Perry Boulevard	Collector	Collector
Peyton Road SW	Local	Collector
Simpson Road	Collector	Local
West Marietta Street	Minor Arterial	Arterial
West Lake Avenue	Minor Arterial	Collector

Functional Street Classification

Summary

The functional classification provides guidance to transportation engineers when designing/improving streets. By considering the street's function in addition to anticipated traffic volumes, the designer can select the most efficient and cost effective design speed and geometric design[2] to achieve the necessary level of service and provide for the mobility of anticipated users. As indicated by the class definitions, a functional classification refers only to vehicular use of the streets. Viewing the streets as "made for vehicles" with little regard for the environment they encounter or those they share the road with can lead to problems like vehicles driving where they are not supposed to or driving in ways that make the roadways unsafe for other users. Two specific issues that have been identified in the Westside are commuter cut-through traffic and trucks on undesignated routes. Both of these issues will be addressed through the typology.

[2] Geometric design refers to the width, length, curve, other physical features of the street, and intersections. The GDOT Design Manual refers to AASHTO's A Policy on Geometric Design of Highways and Streets 2004 for design criteria.



Source: City of Atlanta Truck Routes, 2001, updated based on recent truck traffic legislation by City Council.

Designated truck routes on the Westside of Atlanta.

Westside Street Network

Truck Traffic

Several designated truck routes pass through the Westside study area (see map at left). These include:

- James Jackson Parkway (SR 280)
- Donald L. Hollowell Parkway (SR 8/US 278/US 78)
- Hollywood Road
- S. Atlanta Road
- Marietta Boulevard
- W. Marietta Street
- Martin Luther King, Jr. Drive (SR 139)

As of May 2006 (Ordinance 06-O-1039), both Bolton Road (from Fairburn Road to Marietta Boulevard) and Marietta Road (from Bolton Road to Barnett Drive) were removed from the City of Atlanta Truck Route Designation. The main reason cited for this change was the transformation of these corridors overtime into residential areas. All trucks greater than 30 feet in length or weighing over 18 tons are prohibited from using those routes, unless their specific destination is within one of the residential neighborhoods (example: trucks from Lafarge). According to City Councilmember Felicia Moore, Marietta Boulevard is a designated truck route. These changes are not yet indicated on the City of Atlanta truck route map or the Georgia Department of Transportation (GDOT) map.

Despite the designation of truck routes, heavy volumes of truck traffic are reported on a variety of other streets in the study area, including Marietta Road and Perry Boulevard, both of which are highly residential in some sections. The Bolton/Moores Mill LCI Traffic/Circulation Study (2005) reportsed heavy vehicle percentages for roads in proximity to the railyards – 17% on Marietta Road, 16-18% on Bolton Road, and 19% on Marietta Boulevard. These figures confirm the heavy truck traffic experienced by residents in the northern portion of the study area.

One explanation for high truck volumes on non-designated routes is the lack of prohibitive signage. For example, considerable volumes of truck traffic still access Bolton Road from I-285, which lacks signage before the Bolton exit. While a sign is present at the exit, trucks are given no prior warning to use Atlanta Road/Marietta Boulevard as an alternative to Bolton Road. Due to the partial interchange at I-285/Bolton Road, trucks are unable to re-enter I-285 once they have exited.

Quiet residential along Chappell Road.

Commercial along Hollowell Parkway.

Industrial along Marietta Road.

Westside Street Network

Changing character along Simpson Road - from residential/commercial (top) to residential (bottom).

Existing Conditions Analysis

The analysis of the street system focused on the 22 streets listed on the previous page. The streets were selected because they were:

- Major corridors/heavily traveled;
- Characteristic of streets in the study area;
- Opportunities for change; or
- Specifically suggested by the community.

The selected corridors are distributed throughout the study area and provide for travel in the East-West and North-South directions. The streets represent the full-range of functional classes. Further, the streets reflect the varied character of Westside, from residential to commercial to industrial. A particular challenge for planning in the Westside is how these different characters transition abruptly from one to another, often along the same corridor.

The table on the next page shows a summary of the existing conditions data collected for analysis of the street system. Traffic ounts were obtained from GDOT's Office of Transportation Data, 2006 Annual Average Daily Traffic Report (AADT). The count data provides an impression of how heavily used a route is on an average day. Posted speed limit was obtained through a windshield survey of the study area. Bus routes were obtained from MARTA while truck routes, state routes, and US routes were identified through a combination of City of Atlanta and GDOT resources. Sidewalk and bike suitability were both obtained from inventories completed by theAtlanta Regional Commission (ARC). The character refers to the predominant land use classification along the corridor and was determined from examining current land use maps (available from the City of Atlanta) and conducting a windshield survey of existing character.

In addition to the information shown in the table, public feedback (obtained through Westside Blueprints meetings and workshops) and recommendations from previous planning efforts (see list of project recommendations in the Appendix) were incorporated into the analysis.

Roadway	State Route?	US Route?	2006 Traffic Count (AADT)*	Posted Speed Limit	Bus route?	Truck Route?	Sidewalks	Bike Suitability	Character
Bolton Road	No	No	9990 (Bankhead) 13150 (Parrot Ave) 17210 (Jackson)	35	No	No	No	Medium (Difficult at intersections)	Vacant & Industrial
Browntown Road	No	No	N/A	30	Yes	No	No	N/A	Industrial to Residential (East to West)
Chappell Road	No	No	N/A	N/A	Yes	No	No	N/A	Residential
Donald L. Hollowell Parkway	8	278/78	15900 (I-285) 15060 (HE Holmes) 16700 (Hollywood) 13880 (Lindsey St)	35	Yes	Yes	Yes	Difficult	Residential & Commercial
Grove Park Place	No	No	N/A	N/A	No	No	No	Best to Medium	Open Space (Quarry lands to Grove Park)
Gunn Club Road	No	No	N/A	25	No	No	No	Medium	Vacant
Habershal Drive	No	No	N/A	25	No	No	No	N/A	Vacant/Industrial
HE Holmes Drive	280	No	14060 (MLK) 18180 (Simpson)	35-40	Yes	No	No	Medium to Difficult	Residential
Hollywood Road	No	No	N/A	35	Yes	Yes	Yes	Medium to Difficult	Mostly Residential
James Jackson Parkway	280	No	14490 (before Hollowell) 9330 (after Hollowell)	40 (50 N. of Bolton)	No	Yes	No	N/A	Industrial/wooded (N. of Browntown), Residential (S. of Browntown)
Johnson Road	No	No	1520	25 (35 E. of Proctor Creek)	No	No	No	Medium	Residential to Vacant to Industrial (South to North)
Joseph E. Lowery Boulevard	No	No	11760 (at Simpson) 7530 (at Bankhead) 5580 (at W Marietta)	35	Yes	No	No	N/A	Residential (S. of Hollowell), Industrial (N. of Hollowell)
Marietta Boulevard	No	No	17340	45	Yes	Yes	No	Medium	Industrial and Commercial
Marietta Road	No	No	N/A	35	No	No	Partial	Medium	Industrial (to West), Residential (to East)
Martin Luther King Jr. Drive	139	No	14300	35 (30 E. of Lowery)	Yes	Yes	Partial		Commercial to Residential to Commercial (East to West)\
North Avenue	No	No	N/A	N/A	Yes	No	No	N/A	Residential
Northwest Drive	No	No	N/A	N/A	Yes	No	Partial	Difficult	Residential and Vacant
Perry Boulevard	No	No	5710 (near Bolton) 6980 (near Marietta)	35	Yes	No	Partial	Difficult	Industrial and Residential
Peyton Road SW	No	No		N/A	Yes	No	No	N/A	Residential
Simpson Road	No	No	3980-7930	N/A	Yes (Northside to Chappell)	No	Partial	Medium	Commercial/Residential to Residential (W. Lake) to Commercial/Residential to Cemetery (East to West)
W. Marietta Street	No	No	12330	30-35	Yes (to Lowery)	Yes	No	Medium	Industrial
West Lake Avenue	No	No	N/A	N/A	Yes	No	No	Medium	Residential

AADT traffic counts provide an estimate of the number of vehicles a road will carry on an average day (daily traffic volume). Traffic volumes will vary based on the type of road, number of lanes, surrounding land uses (type and density), and other factors. According to Chapter 6 of Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities (2006), typical traffic volumes range from 10,000-20,000 vehicles per day (vpd) on a minor arterial in a residential area. For a minor arterial in a commercial area, typical volumes range from 5,000-30,000 vpd. A collector could be expected to carry from 1,500 to 15,000 vpd with less variation based on land use. From a pedestrian oriented perspective 2,000 vpd or less is considered light traffic while 16,000 vpd is considered heavy traffic (www.walkinginfo.org/pedsafe).

Westside Street Network

Descriptive Classification	Functional Classification	Purpose	Recommended Features (at minimum)
Neighborhood Conservation	Minor Arterial Collector Local	Preserve the appearance and "feel" of residential streets, even those with high traffic volumes; discourage speeding and cut-through traffic; create connections with other neighborhoods and land uses	10-11' travel lanes; 6' sidewalks buffered by street trees (at least one side); on-street bike lanes or shared lanes; use of traffic calming devices; on-street parallel parking where desired
Greenway	Collector Local	Provide continuity of greenspace (between parks and between parks and neighborhoods) and calm traffic naturally with narrow travel lanes and heavy vegetation	10-11' travel lanes; 12' multipurpose path with 3' grass buffer; heavy landscaping adjacent to path; use of speed tables to slow traffic if necessary
Multi-modal Corridor	Minor Arterial Collector	Encourage pedestrian, bicycle, and transit use by reducing speeds and roadside improving amenities	11' travel lanes; 6-10' sidewalks with 5-6' bike lanes or 12' off-street multipurpose path; shade trees & street furniture (6-8'); well-marked bus stops with bus pullover at major stops
Industrial	Minor Arterial Collector	Provide a smoother transition from residential to industrial uses and vice versa	11-12' travel lanes; 6' sidewalks with 5' grass buffer
Commercial Core	Minor Arterial Collector	Balance access to commercial properties with need for continuous pedestrian and bicycle facilities	11' travel lanes; 6'-10' sidewalks; 6-8' landscaped buffer or street trees; on-street parallel parking where adequate right-of-way; 5-6' bike lanes or shared lanes; maximum access point density; interparcel connectivity
Mixed-Use Corridor	Minor Arterial Collector	Promote a pedestrian-scale environment in areas with residential and commercial development	11' travel lanes; 10' (minimum) sidewalks; street furniture and raised planters; on-street parallel parking; 5-6' bike lanes or shared lanes; prioritize underground utilities; special pavement treatments at intersections
Regional Throughway	Principal Arterial Minor Arterial	Serve commuters (personal vehicles and transit) and through truck traffic	12' travel lanes; 6' sidewalks serving commercial establishments; Truck only through lanes (optional); reserved right-of-way for fixed guideway transit (BRT or Light Rail)
Regional Boulevard	Principal Arterial Minor Arterial	Convey high volumes of all road users safely and with adequate level of service	11-12' lanes (depending on truck volumes); 14-18' planted median transitioning into left turn lane where needed; 6-10' sidewalks with 5' planting strip, 5-6' bike lanes; facilities at major bus stops, descriptive signage at all stops; prioritize underground utilities

Westside Street Network

Westside Street Typology

As explained earlier, a functional classification emphasizes vehicular road users. (particularly personal vehicles and trucks). A descriptive street typology is a complimentary classification system that relates the roadway and roadside features to the character of the corridor. For this reason, descriptive classifications can be applied to streets with different functional classifications. This can help to provide smoother transitions between streets with different functional classifications but similar land uses. It also allows for continuity of pedestrian and bicycle infrastructure. The typology is not meant to replace the functional classification but rather to supplement it by further considering the interactions between the road and adjoining land uses, and providing for all potential road users.

The descriptive typology presented in this report was designed specifically for the Westside to represent the range of character areas that are encountered. The descriptive street typology provides a framework for creating a more seamless transportation system on the Westside that facilitates multi-modal travel. It can be used as a tool to define how Westside streets should function based on community needs and the needs of future development. The typology can be used to guide / inform future planning efforts (like the City of Atlanta's Comprehensive Transportation Plan or Atlanta Regional Commission's Transportation Improvement Programs). The recommended design features could also be incorporated into future Community Benefit Agreements with developers.

Design Features

The street typology illustrates the types of street improvements that could be used to control how people experience different areas. The design features in the adjacent table are suggestions - additional desired features could be added while others may be removed or modified due to right-of-way constraints. The features are meant to balance the needs of expected road users, or emphasize the needs of some over others when necessary.

The design features incorporate recommendations from the Institute of Transportation Engineers' (ITE) Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities (2006) which will hereafter be referred to as "ITE's CSS". ITE's publication provides a supplement to other design guidelines like AASHTO, GDOT, Federal Highway Administration (FHWA), etc. to illustrate how "established guidance can be applied to roadway improvement projects to make them more compatible with community objectives and context in urban areas". While ITE's CSS guidelines are mostly based on AASHTO guidelines, they are also consistent with Americans with Disabilities Act Accessibility

Traffic calming neckdown or narrowing of the street, in this case, to one lane.

Traffic calming: speed table or raised crosswalk.

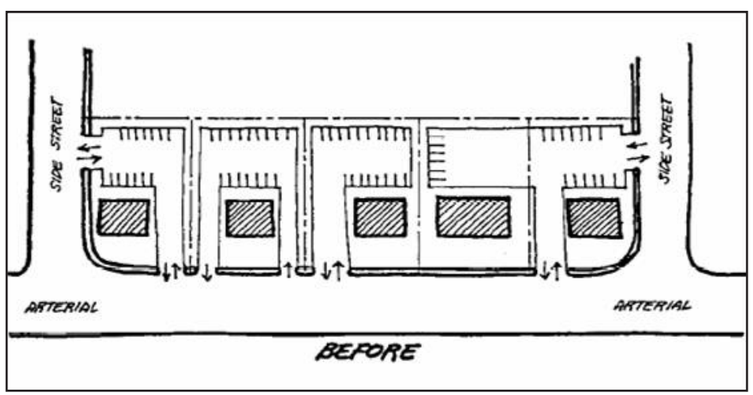
Ideal sidewalk, featuring street trees, street furniture, and sufficient usable sidewalk space.

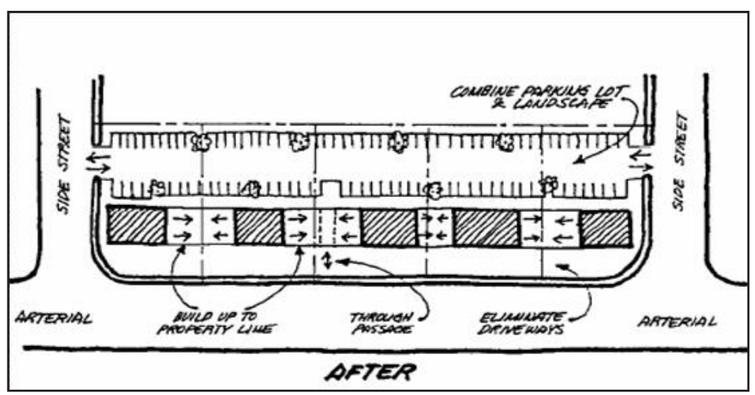
Off-set multipurpose path.

Cars and bicyclists sharing the lane.

On-street bike lane with typical pavement markings.

Source: Dan Burden, PBIC Image Library, www.pedbikeimages.org.





Source: George Jackquemart Associates, "Guide to Driveway Consolidation," 1989.

Improved pedestrian and bicycle environment by connecting parcels and reducing the number of driveways.

Westside Street Network

Westside Street Typology

As indicated by previous plans and public input, cut-through traffic (commuters and trucks) and speeding are major concerns in the study area, particularly in residential areas. Several of the recommended design features address these concerns.

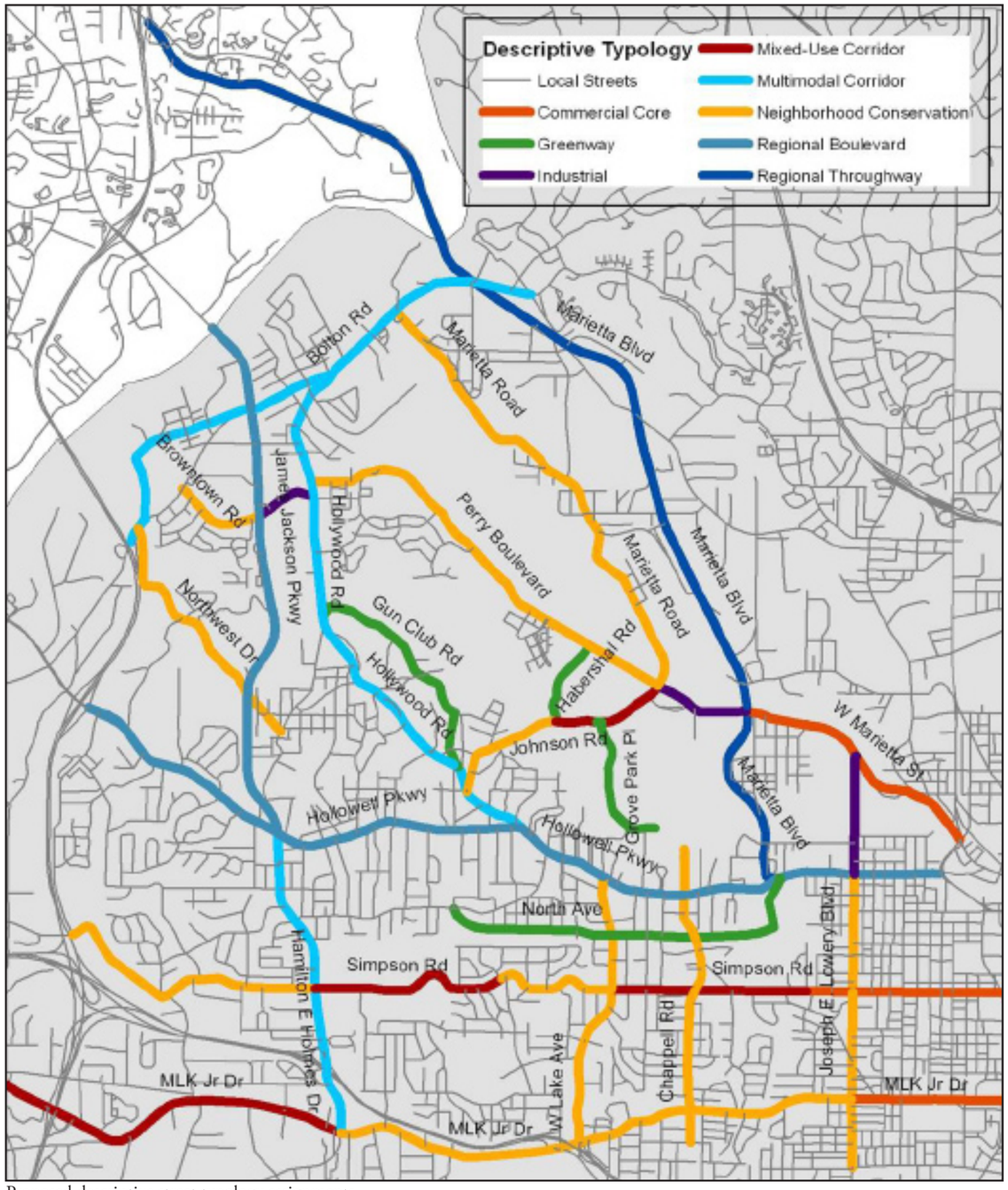
- On-street parking and landscaping/street furniture visually narrow the roadway and make drivers take notice of other users, which can reduce speeds and improve driver alertness.
- Traffic calming devices (neckdowns and speed tables as examples) not only contribute to lower traffic speeds, but may also reduce cut-through traffic by essentially creating a nuisance for drivers looking for a quick and easy shortcut.
- Travel lane width should be as narrow as possible to provide traffic calming effects. Roadways with high truck and transit usage should have wider travel lanes (12') than those carrying primarily cars. High volume and high speed roadways with high bicycle demand should have at least 11' wide travel lanes to promote a greater sense of safety for cyclists.

The transitions between street types are crucial to creating a seamless transportation system, and all of these transitions occur at intersections. ITE's guidelines for urban intersections include:

- 90 degree angles where possible.
- Adequate sight distance triangles for driver and non-driver visibility.
- Minimized pedestrian exposure to traffic (curb extensions, median refuge islands, etc.).
- Marked crosswalks at signalized intersections and at STOP sign-controlled intersections where there are high pedestrian volumes (textured pavement materials provide additional warning to drivers).
- Marked mid-block crossings where block length exceeds 400 feet.
- Striped bicycle lanes through the intersection approach and up to the stop line or crosswalk (improves cyclist safety).
- Properly designed channelizing islands to reduce conflict points, particularly for right-turns.

In addition to providing guidance for the features included in the table, ITE's CSS offers explanations of:

- Appropriate design and operating speeds,
- Proper curb turn radius,
- Applicability of modern roundabouts to improve flow,
- And much more.



Source: GIS data provided by the Georgia Tech Center for GIS.

Proposed descriptive street typology assignments.

Westside Street Network

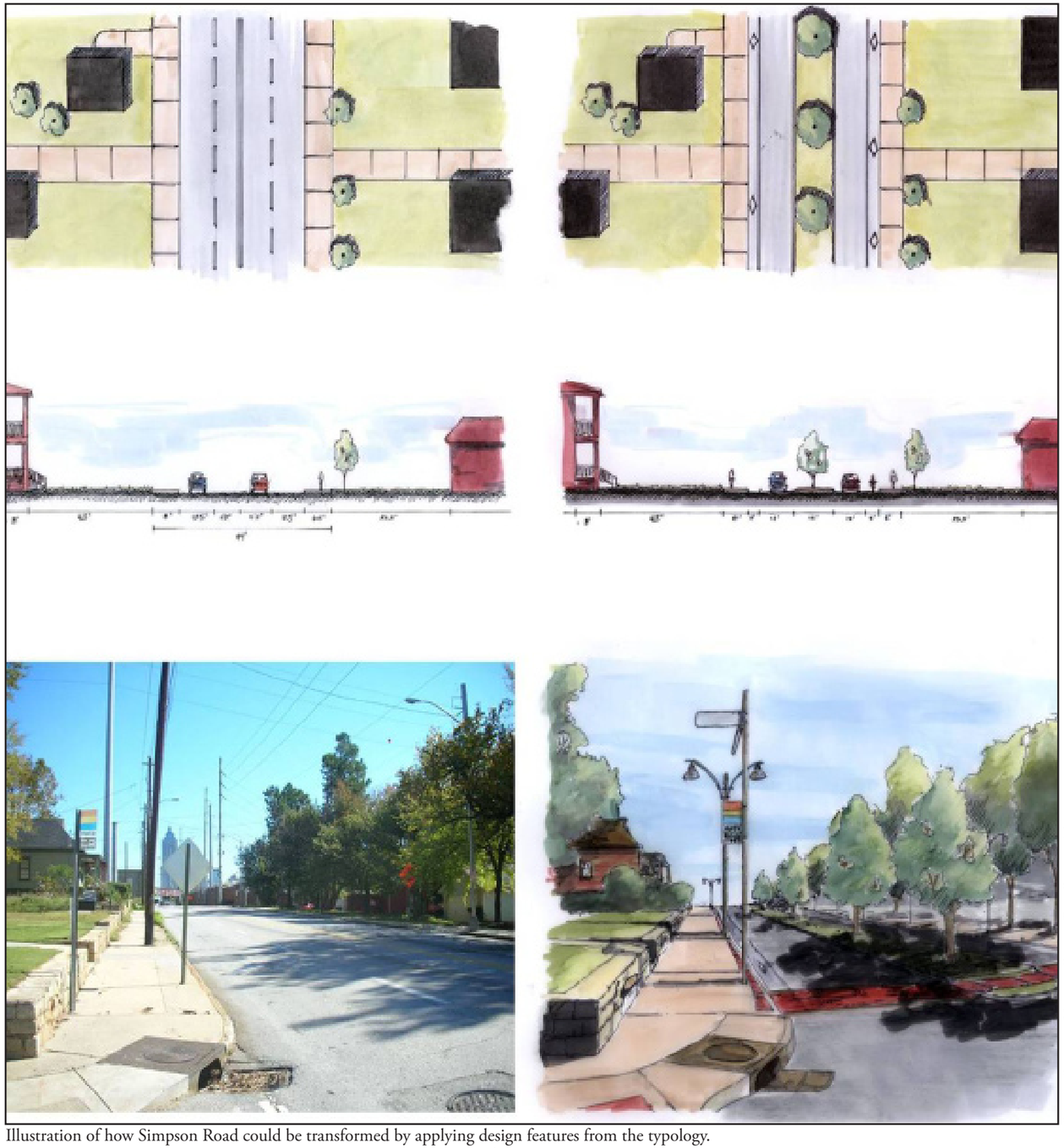
Applying the Typology to Westside Atlanta

Each street included in the existing conditions study was assigned a descriptive typology based on the current and anticipated land use character of the corridor and the associated road users (volumes and types). The anticipated/desired character was determined from discussions with community members, the City of Atlanta's future land use maps, and other planning efforts. Suggested classifications (and how they relate to the functional classification) are displayed on the map at left and listed in the table on the following page. As suggested earlier, the typology provides a way to "guide" road users to the proper streets by using different design features. The "Greenway" provides a good illustration of this point. The emphasis on more "natural" features like heavy vegetation and a multi-use trail provides visual cues that the roadway leads to a park or other greenspace. Greenways provide a safe route for people to walk, bike, and push strollers. And because of a shared emphasis on the pedestrian/bike environment, Greenways work well in residential areas or can provide strong connections between neighborhoods and greenspace. The streets in the study are meant to be examples for how other streets in the study area with comparable characteristics could be classified. The following examples will illustrate how and why typologies can be applied to certain roadways.

Johnson Road – South of Habershal, the street is coded as "Neighborhood Conservation" to preserve the dense single-family residential that currently exists. Consistent with BeltLine, Inc.'s expectations for development along Westside Park, Johnson Road north of Habershal is coded as "Mixed-Use Corridor."

Grove Park Place – If re-opened, Grove Park could serve as a "Greenway", consistent with its connections to multiple parks, with capacity to carry traffic between a development node at Bankhead Station and mixed-use development along Johnson Road. Grove Park could convey traffic between Hollowell and Perry, acting as a bypass of the residential areas along Johnson south of Habershal.

Perry Boulevard – Taking advantage of the traffic calming features that are consistent with "Neighborhood Conservation" streets could help to discourage cut-through traffic (specifically trucks) and reduce speeds. The "Neighborhood Conservation" designation could also fit well with future transit running along Perry Boulevard. In particular, residential development along Perry could benefit from and provide the necessary densities for a light rail extension of the MARTA line (see the Public Transportation section for discussions of transit alternatives). Because light rail allows for safe pedestrian crossings, it would be consistent with the "Neighborhood Conservation" typology.



Source: Stephanie Nguyen, Georgia Tech College of Architecture.

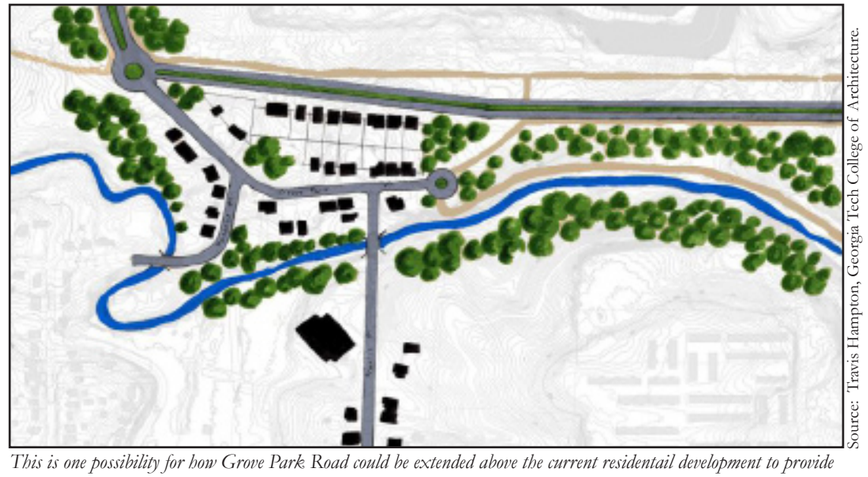
Illustration of how Simpson Road could be transformed by applying design features from the typology.

Westside Street Network

Applying the Typology to Westside Atlanta

Marietta Boulevard – As a newly designated truck route and a major commuter corridor, designation as a "Regional Throughway" is appropriate. This typology de-emphasizes non-vehicular traffic (as heavy vehicles and high speeds make bicycle and pedestrian conditions dangerous) but also provides for improved commuter transit service between Cobb County and downtown Atlanta. The existing wide right-of-way is conducive to this designation.

Simpson Road – Through the Simpson Road Corridor Revedelopment Plan and the BluePrints planning process, the community expressed the desire for more intensive retail and entertainment opportunities along portions of the roadway. However, Simpson Road currently has both single-family and multi-family residences. By applying "Mixed-Use Corridor" and "Neighborhood Conservation" to different segments, the community could preserve housing while providing for new development and transition smoothly between these uses.

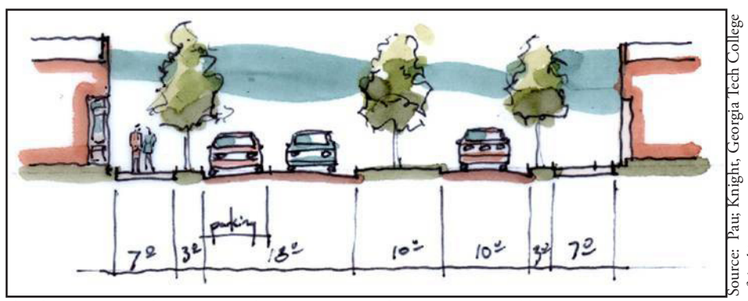


Source: Travis Hampton, Georgia Tech College of Architecture.

This is one possibility for how Grove Park Road could be extended above the current residentail development to provide better connectivity between Hollowell Parkway and Johnson Road. It would also provide opportunities for new residential development while maintaining the quite feel of a "Greenway." A roundabout has been placed as a weay to extend the park atmosphere directly into the roadway and create a node for where vehicle access and trail access can come together. The Georgia Power right-of-way intersects this road to the north, offering a great opportunity for trail access to Westside Park.

Typology Classification	Functional Classification	Examples
Neighborhood Conservation	Minor Arterial	MLK Jr. Dr (Lowery to HE Holmes), Lowery Blvd (S. of Hollowell), West Lake Ave
	Collector	Browntown Rd (West of James Jackson), Chappell Rd, Simpson Rd (W. of West Lake), Johnson Rd (S. of Habershal), Northwest Dr
	Local	Marietta Rd, Peyton Rd
Greenway	Collector	North Ave
	Local	Gunn Club Rd, Grove Park Pl, Habershal Dr
Multi-modal Corridor	Minor Arterial	Bolton Rd, HE Holmes Dr
	Collector	Hollywood Rd
Industrial	Minor Arterial	Lowery Blvd (N. of Hollowell), W. Marietta St. (W. of Marietta Blvd)
	Collector	Browntown Rd (E. of James Jackson)
Commercial Core	Minor Arterial	MLK Jr. Drive (Northside to Lowery), W. Marietta St (East of Marietta Blvd)
	Collector	Simpson Rd (East of Lowery)
Mixed-Use Corridor	Minor Arterial	MLK Jr. Dr (West of HE Holmes)
	Collector	Johnson Rd (N. of Habershal), Simpson Rd (from Lowery to W. Lake)
Regional Throughway	Principal Arterial	N/A
	Minor Arterial	Marietta Blvd
Regional Boulevard	Principal Arterial	Hollowell Pkwy
	Minor Arterial	James Jackson Pkwy

Summary of typology assignments and corresponding functional classification.

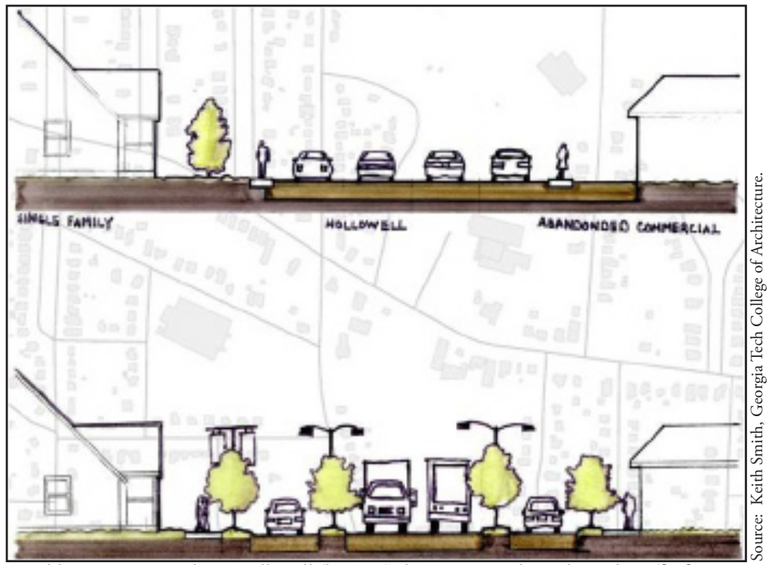


Source: Paul Knight, Georgia Tech College of Architecture.

Possible commercial core or mixed-use street with on-street parking, street trees, and wide sidewalks.

Westside Street Network

Westside Street Typology



Source: Keith Smith, Georgia Tech College of Architecture.

Possible cross-section along Hollowell (bottom) that separates through truck traffic from other travel lanes. Top cross-section depicts existing conditions.

Source: Hugh Veale, Georgia Tech College of Architecture.

Potential alignment of an industrial street.

General Recommendations

- Better designate official truck routes (and prohibited truck routes) and use targeted enforcement of the recent changes in truck route designations ($500 fine for trucks using Bolton Road or Marietta Road in violation of the truck traffic legislation). Specifically, proper signage is needed on I-285 before the Bolton Road exit to direct trucks to the Atlanta Road/Marietta Boulevard.
- Reconcile the GDOT and COA functional street classifications – there are numerous conflicts.
- Use the descriptive typology to guide the physical reconfiguration of the roadways during redevelopment and improvement efforts. It can be applied on top of the functional classification (which determines design speed and geometric design) as a way to address the character of the roadway and relate the road to the adjacent land uses (present and future). The typology as presented in this document can be discussed with planners and project engineers to express how the roadways could be designed to fit with existing or expected land uses.
- As expressed by past plans, connectivity of the region, particularly of neighborhoods and surrounding the proposed regional park, is of concern and should be studied in depth. Re-opening Grove Park Road, for example, could greatly improve connections between neighborhoods and park space (existing and proposed).
- In addition to those identified in past plans, the intersections of Northwest Drive with Bolton Road, James Jackson Parkway with Peyton Road, and Lowery Boulevard with Ralph David Abernathy Boulevard were identified by the community as problem intersections (see Appendix for the full list of previous intersection recommendations). Problem intersections should be prioritized for improvements. ITE's CSS guidelines should be consulted for the re-design of intersections.

Community Actions to Accomplish Recommendations

- Report truck traffic violations to the Atlanta Police Department
  - Zone 1 (South of Inman Yards): 404.799.2487
  - Zone 2 (North of Inman Yards): 404.848.7231
- Select transportation problems can be reported directly to the City of Atlanta, Office of Transportation:
  - Main office: 404.330.6501
  - Maintenance: 404.330.6654 (for repairs of streets, curbs, sidewalks, driveways, bridges, street signs, pavement marking and traffic signals)
  - Operations: 404.330.6589 (to report problems with a traffic signal or streetlight)
- Specific transportation concerns can also be addressed to City Council members. The contact information for local council members is provided in the Appendix.
- Ensure that Westside transportation issues (such as truck traffic and problem intersections) are considered by Connect Atlanta, the city-wide comprehensive transportation planning process. For more information on participating in the stakeholder committee and on upcoming public participation events, visit www.connectatlantaplan.com or call the hotline at 404.330.6800. The project staff can also be contacted directly:

Heather Alhadeff, AICP
City of Atlanta
Transportation Planning Division
phone: 404.330.6800

Paul J. Moore, P.E.
Atlanta Transportation Planning Group
phone: 404.541.6552
email: pmoore@glatting.com

- Incorporate the typology design features into Community Benefits Agreements. A Community Benefits Agreement (CBA) is a legally enforceable contract signed by community groups and by a developer that addresses community concerns and needs. For more information on CBAs, please see the "Policy" section of this report or consult Georgia Standup (www.gastandup.org/community_benefits.html).
- Consult ITE's Context Sensitive Solutions guidelines and Context Sensitive Solutions.org for additional technical guidance in developing CBA requirements.
  Website: www.ite.org/css/
  Website: www.contextsensitivesolutions.org/content/topics/css_design/

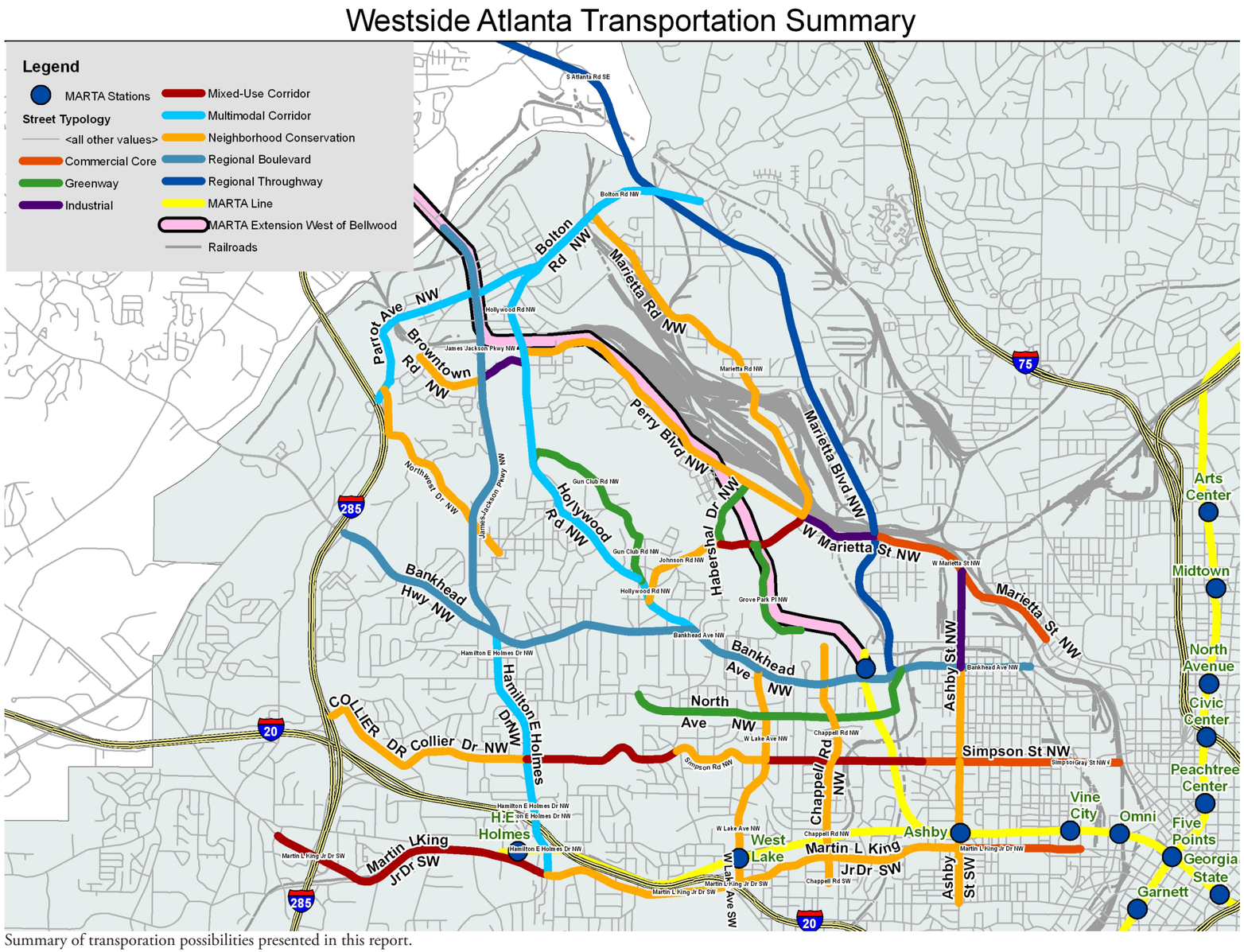
Georgia Department of Transportation

- Take advantage of Georgia Department of Transportation's opportunities for public comment through it's Public Outreach website. On this site, there is information on any project that was shared at an open house or public hearing beginning August 2004. It provides the opportunity to offer comments or ask questions about the projects. The State Transportation Improvement Program (STIP) can also be accessed through this site to search for federally funded projects and view information on those projects that spans a period of three fiscal years.
  Website: http://tomcat2.dot.state.ga.us/PublicOutreach_ex/home/home.cfm
- A schedule of future GDOT open houses can be found at:
  Website: http://www.dot.state.ga.us/specialsubjects/pim/index.shtml

Atlanta Regional Commission (ARC)

- Look into local and regional projects being organized by Atlanta Regional Commission.
- Subscribe to newsletters to receive updates on local and regional project:
  Website: http://www.atlantaregional.com/cps/rde/xchg/arc/hs.xsl/350_ENU_HTML.htm.
- Review transportation projects:
  Website: http://www.atlantaregional.com/cps/rde/xchg/arc/hs.xsl/15_ENU_HTML.htm.
- Ask questions about ARC's regional transportation plan and other transportation initiatives:
  Transportation Planning Division
  Atlanta Regional Commission
  40 Courtland Street, NE
  Atlanta, Georgia, 30303
  Call: 404.463.3272 (Community Outreach) or 404.463.3100 (Main Office) Recommendation

Westside Street Network



Source: GIS data provided by the Georgia Tech Center for GIS.

Summary of transporation possibilities presented in this report.

Westside Transportation Summary

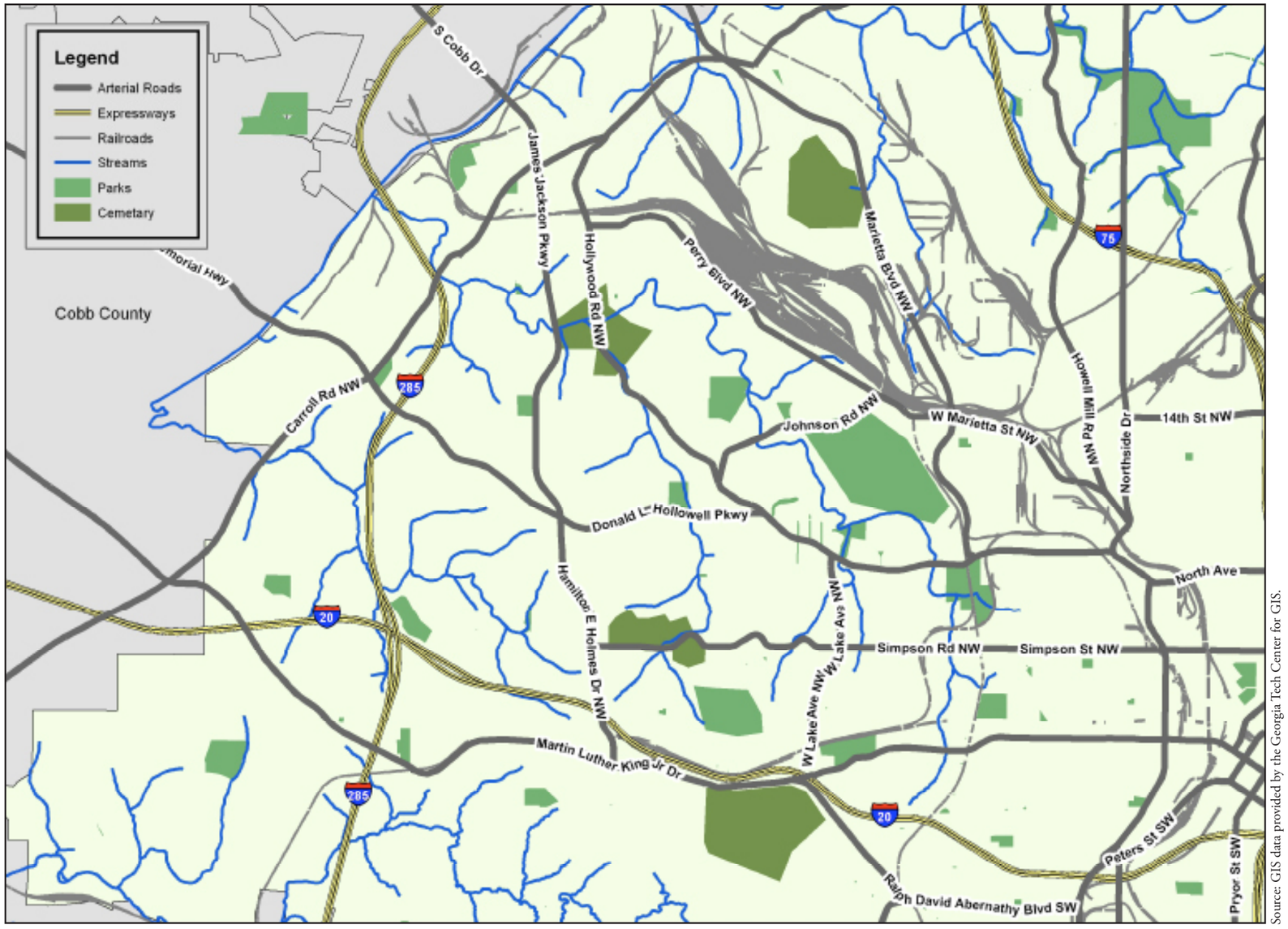
Questions to ask yourself include:

- What are the major transportation problems in my neighborhood?
  - Are trucks driving on undesignated routes?
  - Can I walk, roll, or bike safely?
  - Do cars speed through my neighborhood?
- Can I get where I need to go using MARTA?

Questions to ask planners include:

- Are the streets designed to meet everyone's needs?
- How can I report poor pedestrian or bike conditions?
  - Answer: Specific problems can be reported to PEDS | www.pedgs.org
- How can I get involved in transportation planning?
  - Answer: For public transit, contact the Transportation Planning Board | www.tpb.ga.gov
  - Answer: For all transportaion issues, get involved in Connect Atlanta | www.connectatlantaplan.com

ENVIRONMENT



Source: GIS data provided by the Georgia Tech Center for GIS.

Greenspace

Greenspace

Greenspace Introduction

Greenspace Values

Preservation and management of community greenspace capitalizes on a variety of cultural and natural values and accommodates many different uses. Within the Westside:

- Which values do you want to promote/preserve?
- Why?
- For Whom?
- Where?
- How?

Greenspace preservation frequently occurs through:

- Management of existing parks, nature preserves, and streetscapes
- Environmental ordinances and zoning tools to preserve ecosystems
- Outright land acquisition and purchase of conservation easements

Human Values and Uses of Greenspace

Recreation Values

- Active- athletic facilities and playgrounds
- Passive- walking/hiking trails

Cultural and Historic Values

- Historic sites and landscapes
- Preservation of relationship with nature/wilderness experience
- Vernacular traditions and endemic community customs

Aesthetic Values

- Vistas- both naturally occurring and deliberately created
- Public art
- Formal design of parks and landscapes
- Naturalesque design- “nature-like” settings

Ecological Values of Greenspace

Preservation and restoration of:

- Geomorphology
- Hydrology
- Ecology
- Native vegetation and wildlife

Source:

Greenspace

Greenspace Technology & Concepts

Greenspace- A term used to reference both parks and natural areas. Its specific meaning varies widely according to the context in which it is used. Can refer to undeveloped land of environmental value as well as to permanently preserved land. It is a very inclusive term that is frequently used to reference the plethora of environmental and cultural values associated natural systems and undeveloped land.

Green Infrastructure- A strategic approach to land conservation that was coined to emphasize the value of ecological systems and processes as comparable to the "grey infrastructure." As a concept it draws on the early-twentieth century parks movement as well as on conservation ecology's emphasis on the linking of natural areas to benefit biodiversity.

Greenways/Corridors- Greenspaces that are linear in nature. Often running along either waterways or transportation corridors as a connection between larger greenspaces. When discussing connectivity, it is helpful to consider whether the connectivity is intended for human use or for biodiversity and natural systems.

In discussions of greenspace, ask:

- Is it publicly or privately owned?
- Is it permanently preserved?
- Is it protected by environmental ordinances?
- Is it accessible to the public?
- How is it managed? What values underly this management?

The vision of Atlanta's Project Greenspace is the creation of a world-class greenspace system that connects people to parks, recreational facilities, natural areas, outdoor gathering places, streetscapes, and greenways. Project Greenspace builds on past parks and greenspace initiatives, including: the 1993 Parks, Open Space and Greenways Program, the 2005 Atlanta Park System Agenda, and the Beltline Initiative.

Ten Project Greenspace Goals

1. Significantly increase park acreage and ensure equitable distribution throughout Atlanta.
2. Develop greenways with multi-use trails to connect to parks and greenspaces
3. Provide recreational facilities to meet citizens' needs.
4. Continue to improve park maintenance and security.
5. Protect and restore environmentally sensitive land and associated values such as water quality.
6. Protect and restore Atlanta's tree canopy, with the target of increasing tree cover to 40%.
7. Increase the function of parks and greenspaces as community gathering places and connections.
8. Integrate Atlanta's history, cultural heritage, and the arts into the greenspace system.
9. Educate Atlanta's citizens about the benefits of greenspace and involve the community in developing the greenspace system.
10. Reinforce the importance of greenspace to Atlanta's economy through connections with economic develop initiatives.

Project Greenspace Implementation Framework

Growing the Greenspace System

- Land acquisition;
- Establishing physical connections;
- Regulating land development;
- Working with partners; and
- Build capacity and improve coordination.

Managing the Greenspace System

- Manage greenspace to provide world-class facilities and programs.
- Manage greenspace to protect and restore sensitive environmental resources.
- Establish institutional capacity.
- Build community support.

Atlanta Greenspace Inventory

An inventory of existing and potential greenspace resources was prepared as part of Project Greenspace. This included mapping and description of the key greenspace components.

Existing Park Typology

- **Regional Parks-** Major park sites that draw a significant portion of users from outside of city limits and generally contain facilities that generate revenue.
- **Community Parks-** Support organized programming with staff and facilities such as recreation centers, pools, picnic tables, or athletic complexes.
- **Neighborhood Parks-** Serve local informal recreational needs. Typically contain wooded areas, fields for informal sports, basketball and tennis courts, and playgrounds/tot lots.
- **Block Parks-** Small park sites containing limited amenities such as play grounds/tot lots.
- **Garden Spots-** Small landscaped areas, generally without amenities—typically traffic islands.
- **Nature Preserves-** Primarily natural areas with amenities that facilitate environmental interpretation.
- **Greenway Trail-** A Greenway Trail goes through a natural or lightly landscaped park and is meant to connect to other parks. Greenway trail properties may have a maximum total development of 10% of the property.
- **Conservation Parks-** Areas that are both publicly accessible and managed for environmental protection purposes.
- **Special Facility-** Sites within the park inventory that contain facilities not typically associated with parks.

Other Existing Parks and Open Spaces

- National Park Service Sites
- State and DeKalb County Parks
- Consent Degree Acquisitions/Greenways
- Golf Courses
- Cemeteries
- Schools and Universities

Atlanta's Drainage System

The dendritic pattern formed by rivers and streams is an important feature of Atlanta's greenspace system. This includes the 100-year flood plain as delineated by FEMA, additional flat lands adjacent to waterways, as well as steep slopes adjacent to waterways.

Environmentally Sensitive Areas

Environmentally sensitive areas within Project Greenspace discussions represent areas that have a high environmental sensitivity and/or are subject to development regulations. These include undeveloped land with extensive forest cover or located in close proximity to water bodies, steep slopes, and wetlands. Connectivity of parcels with existing community parks, schools, and cemeteries, as well as the parcel size are important considerations for the prioritization of these areas. This "environmentally sensitive areas" designation excludes greenspaces that are already protected.

Greenspace Connections

The provision of linear connections facilitates access between and among the city's greenspace resources. These include:

- **Beltline Trails-** The proposed 22-mile loop trail system circles downtown and midtown areas of the city.
- **Multi-Use Trails-** In conjunction with the PATH Foundation the city has prepared a plan for the development of multi-use trails throughout the city.
- **Arterial Streets-** Streetscape improvements along the city's arterial streets can foster better pedestrian and vehicle connection between greenspaces.
- **Bike Lanes-** Existing and proposed on-street bike networks increase greenspace connectivity.
- **Utility Corridors-** Utility corridors contain a significant amount of open space, frequently extend across long stretches of the city and maximize connections both for humans and wildlife.
- **Undeveloped Land-** Acquisition of strategically located undeveloped parcels could better connect existing greenspaces.

Proctor Creek Watershed

Proctor Creek is one of the seven stream drainage basins that feeds the Upper Chattahoochee River. It is bounded by Northside Drive, West Marietta Street, and Marietta Road to the north; Inman Yards, James Jackson Parkway to the south; Martin Luther King Jr. Drive and Gordon Road to the southwest; Hightower Road, Bankhead Highway, and Interstate 285 to the west; and Peters Street and Murphy Avenue to the east.

Atlanta's roadway network and resulting development patterns are directly shaped by its watershed topography. Atlanta is the meeting point for ten stream drainage basins, which supply two distinctly-separate River basins - the Chattahoochee River and the Ocmulgee River. Each stream drainage basin watershed is bounded by ridgelines and plateaus, which cradle floodplain valleys where the headwaters of several tributary creeks originate in springs. These spring waters flow into the principal creek, which finally flows through a stream way corridor and floodplain to supply the river.

Atlanta's streams and drainage ways are potentially the City's most valuable natural resources. Unfortunately, the City's streams suffer from litter, pollution, and hydrologic impacts due to storm water runoff from impervious surfaces. Several efforts are underway to reclaim and protect Atlanta's streams and watersheds including the Metro Atlanta Urban Watershed Initiative (MAUWI) and the Greenway Acquisition Project.

Greenspace

Greenspace

Community Involvement in Proctor Creek

Over the past fifteen years a variety of organizations have worked with the community surrounding Proctor Creek to improve its water quality and shoreline habitat.

In 1992 the Carver Hills Neighborhood Association and the Georgia Environmental Organization, Inc. (GEO) established a partnership to address social injustices resulting from the neighboring, city-owned Gun Club Landfill. After several unsuccessful attempts to close the landfill, the City Council passed an ordinance to do so in December 1992. Once the landfill was closed, Carver Hills residents began to search for ways that the resources of the community—both natural and human—could be improved to make the area a more livable one. These efforts have focused on environmental justice, stream bank stabilization and stability, community education and involvement, urban forestry, and neighborhood design.

Through its Proctor Creek Watershed Action Project the National Wildlife Federation is attempting to further explore how inner-city residents can become more involved in improving their natural environment. The project has organized citizens´ groups, businesspeople, the faith community and individual residents into a Proctor Creek Watershed Network that informs people about what they can do personally or through civic action to improve water quality and shoreline habitat. The network published an informational door hanger titled "How You Can Help Improve Atlanta's Water Quality" which was distributed throughout the city. Additionally, the network is also getting citizens involved in helping to identify land along Proctor Creek for possible conservation under the city's $25 million greenway acquisition program.

Organizations Involved in Proctor Creek Management Efforts

- Carver Hills Neighborhood Association
- National Wildlife Federation
- The Conservation Fund
- Georgia Environmental Organization,
- School of Environmental Design, UGA
- Georgia Department of Natural Resources
- Proctor Creek business community
- Americorp Program
- Highlander Educational Research Center in Tennessee

Greenspace

Greenspace Analysis and Possibilities

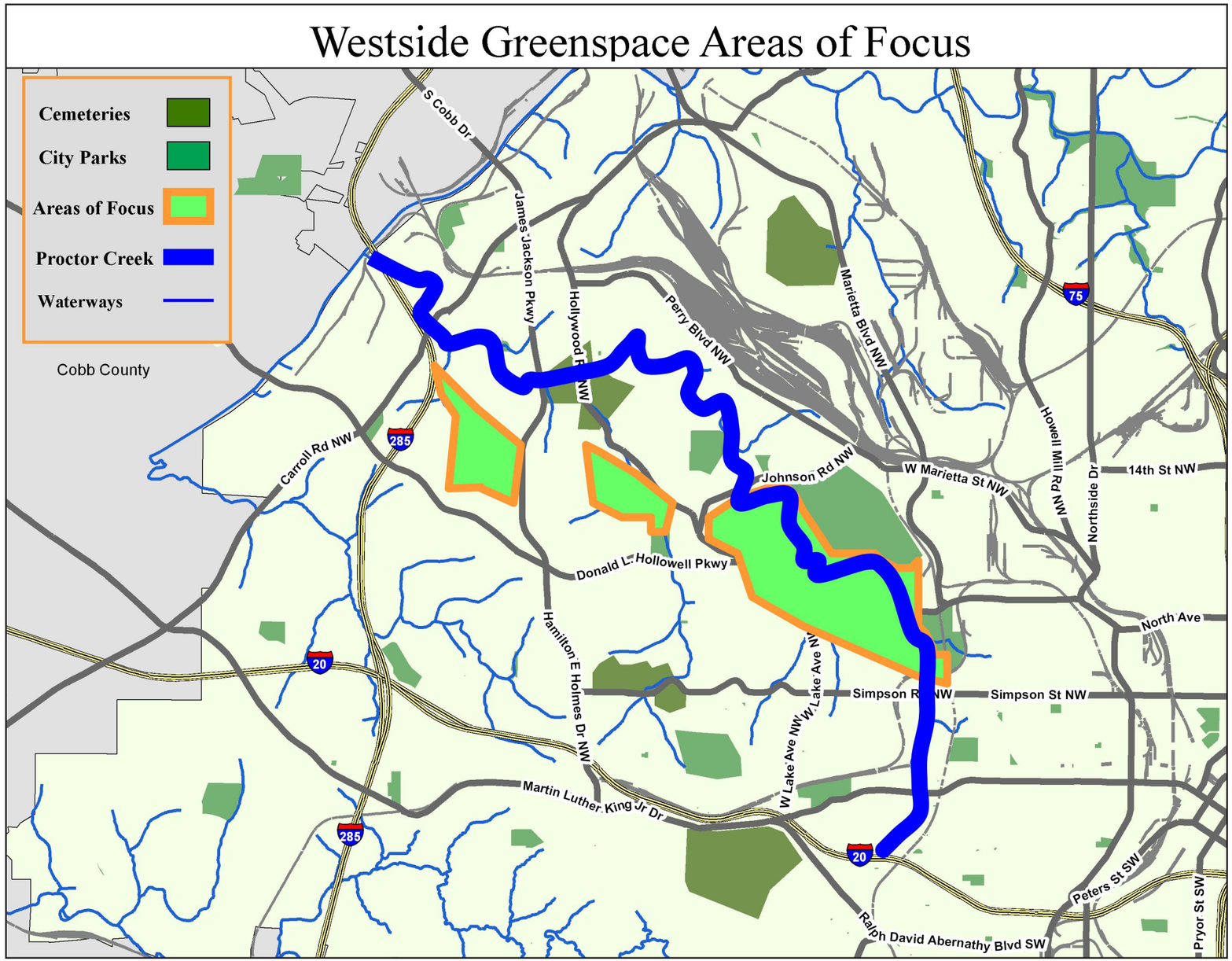
West Atlanta has a wealth of greenspace amenities. These include both natural systems, such as Proctor Creek, as well as a variety of park facilities. Additionally, the Westside has several notable cemeteries that add to the area's greenspace holdings, while also preserving historic and cultural values. Greenspace amenities exist on both public and privately owned land and should be further protected through both management of existing holdings and new acquisitions.

Management of parks on the Westside appears to focus largely upon active recreational values and uses. Consequently there is the potential to reassess how residents use and envision their greenspaces and the potential to place a greater emphasis on passive recreational greenspace values of nature preserves and greenways. Proctor Creek is an incredible resource for both nature interpretation and education as well as for aesthetic and passive recreational values. Proctor Creek runs along or through several city parks, offering the opportunity to begin giving greater attention to the creek itself prior to securing funding for new acquisitions. Maddox Park, Grove Park, and the currently closed Gun Club Park all have frontage on Proctor Creek. Additionally, Center Hill Park and Edwin Place Park contain or abut tributaries of Proctor Creek. These offer the potential to construct trails and interpretive signage that emphasize the Proctor Creek Watershed as an integral connection throughout the Westside's natural environment.

Community feedback during Blueprints meetings indicated support for greater preservation of natural systems within the Westside. This desire appears to be linked to recent trend towards development within the community as well as a loss of trees within development sites. Representatives from NPU G voiced concerns that city-owned greenspaces are lowest within their NPU. Although cemeteries offer a variety of potential greenspace values, management of Westside cemeteries does not currently fit the community's expectations of greenspace values and experiences. Better landscape management of cemeteries, as well as the creation of interpretive or educational programs were suggested as tools for changing perceptions about these historic spaces.

Westside Greenspace- Three Possibilities

Community feedback during Blueprints meetings indicated support for greater preservation of natural systems within the Westside. Improved greenspace management and additional acquisition of greenspace within the Westside were both emphasized. Due to the attention given to the development of the Westside Park within the Beltline planning process, greenspace possibilities considered during the Blueprints process focused on the greenspace needs of the Westside at-large, including the ways in which development of Westside Park will impact and potentially connect with other community greenspaces. Three possibilities are included within this section. Two of these possibilities identify wooded or environmentally sensitive lands that could add to the nature preserve components of the city's existing holdings. The third possibility examines the existing connections between the Westside Park site and the adjacent city parks and neighborhoods, as well as those potentially provided by utility lines and Proctor Creek throughout the larger Westside area.



Source: GIS data provided by the Georgia Tech Center for GIS.

Greenspace

Option 1- Acquisition of Greenspace Adjacent to Bowen Homes

A significant swath of potential greenspace exists north of Bowen Homes in an area that is bordered by Northwest Drive to the north, James Jackson Parkway to the east, and Field Road to the west. This land is heavily wooded, with a stream, several steep slopes, and a gravel road winding through portions of it. With the scheduled closing of Bowen Homes in 2009, as well as the vacant brownfield sites adjacent to the site on Field Road, this area will likely experience significant redevelopment. A vital part of this redevelopment will be protection of existing tree canopy and greenspace for the benefit of the larger Westside community. This potential greenspace is unique in that it is adjacent to the existing A.D. Williams Park, which could provide access, and parking to the land. Additionally it could be accessed from Field Road, the existing Bowen Homes site, or from the corner of Northwest Drive and Watts Road. This potential greenspace seems most appropriate as a nature reserve for passive recreation.

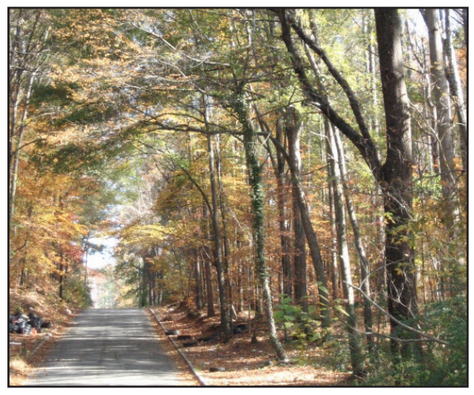
A table of the relevant parcel numbers, acreage amounts, property owners, property values, current land use codes, and parcel addresses for this potential greenspace exists within the appendix.





Greenspace



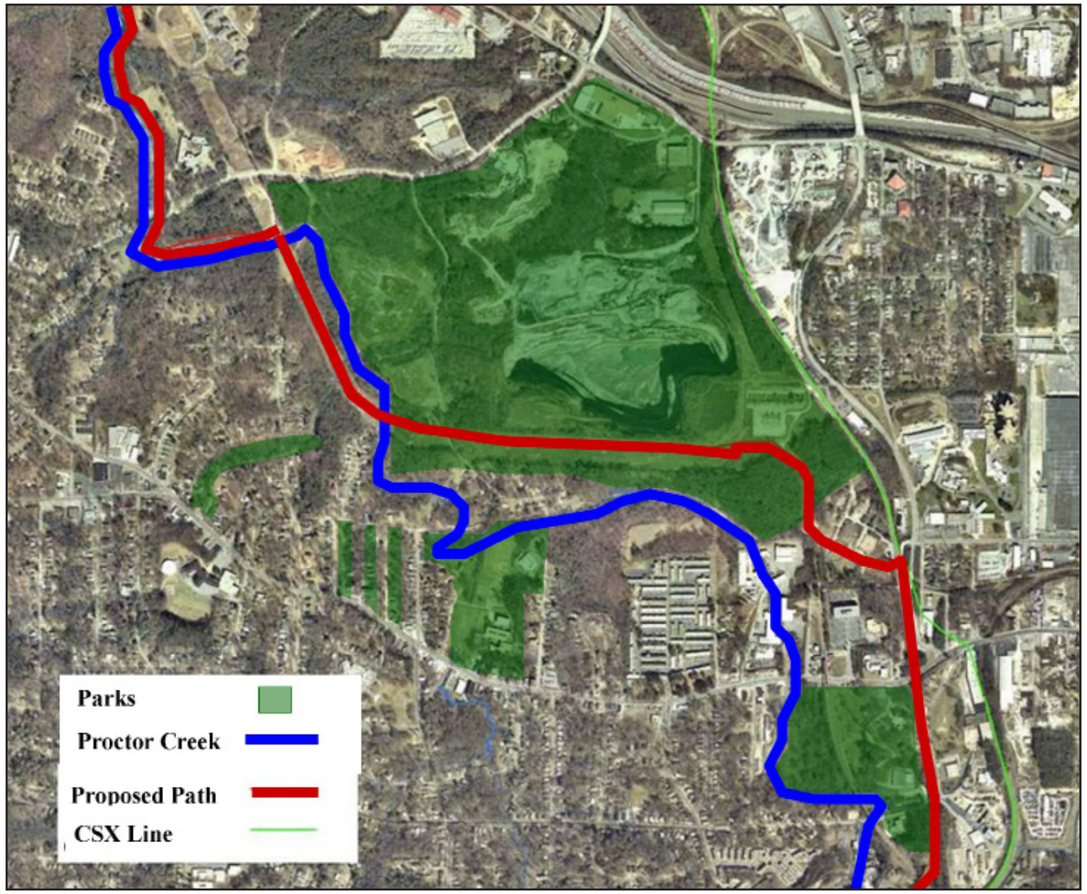




Greenspace

Option 2- Acquisition of Greenspace Along Proctor Creek Tributary

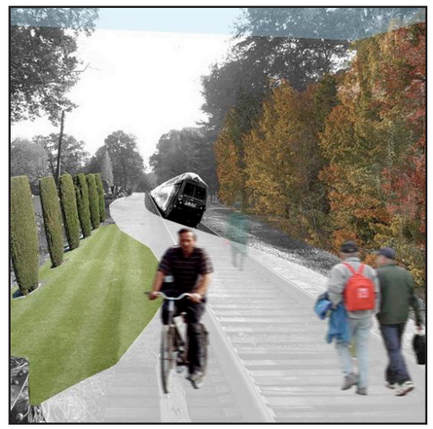
Community participants at the Blueprints charrette identified this parcel of land as possessing valuable greenspace potential. The undeveloped land is adjacent to the north edge of Center Hill Park and is bordered by North Grand Avenue, Hollywood Road, Brooks Avenue, and Ada Avenue. The area is heavily wooded, with the terrain sloping down to a tributary of Proctor Creek. This potential greenspace seems most appropriate as a nature reserve for passive recreation. Similar to the first possibility, its connectivity and proximity to existing park facilities and parking would reduce the needs to construct access points within the environmentally sensitive land. Additionally, its potential for passive recreation would act to complement the existing active-recreational uses of Center Hill Park.

A table of the relevant parcel numbers, acreage amounts, property owners, property values, current land use codes, and parcel addresses for this potential greenspace exists within the appendix.



Option 3- Explore Utility Corridor and Proctor Creek Connecting the Westside

Existing power lines and city-owned segments of Proctor Creek offer potential as corridors for passive recreation. The third greenspace option examines the existing connections between the western and southern edges of Westside Park with the adjacent neighborhoods and community parks. The sloping terrain and viewsheds of the utility corridor offer visual interest and athletic stimulation for cyclists and walkers. The existing rail bridge over Donald L. Hollowell Parkway could be utilized as a connection between Maddox Park and Westside Park. Additionally, the utility corridors run in close vicinity to small neighborhood parks that run north-south along Donald L. Hollowell Parkway, such as Edwin Park Place, North Evelyn Place, Gertrude Place, and Matilda Place. Connection between existing neighborhood parks and Westside Park recreation corridors should be emphasized within Beltline planning efforts. This option would require the shifting of the CSX line to the east side of Maddox Park where there is a empty corridor. However, this option could create significant greenspace connectivity at minimal costs and would require minimal intervention to the existing state of the Westside Park site.



Greenspace

Greenspace

Action Items for Greenspace in the Westside

Actions to Preserve and Create Greenspace in the Westside

1. Participate in additional Beltline planning activities to ensure incorporation of Westside community interests, such as connectivity between Westside Park amenities and adjacent communities and existing Westside parks. Encourage responses to The Atlanta Beltline Inc.'s Survey of Opinions on 'Westside' Reservoir Park.
2. Communicate with city's Department of Parks and Recreation as well as with the Planning Department's Project Greenspace staff about potential greenspace acquisitions adjacent to Bowen Homes and Center Hill Park.
3. Communicate with the city's Tree Preservation Commission with concerns about enforcement of the Tree Protection Ordinance and protection of the Westside's tree canopy.
4. Explore community support for improved management of the cemeteries along Hollywood Road. Identify management and interpretive programs utilized elsewhere to incorporate cemeteries into the perceived greenspace and historic resources of the community.

Greenspace Organizations and Resources

- Atlanta Beltline Inc.
- City of Atlanta Project Greenspace
- Trees Atlanta
- Westside Watershed Alliance
- Park Pride Community Grant Program
- Keeping it Wild

1380 W. Marietta St. – 3+ acres rezoned for Multi-Family Residential Use.

1600 Ellsworth Industrial Blvd. – 16.45 acres rezoned for Single Family Residential Use

Former Watts Road Landfill on Field Rd. – 30+ acres rezoned for smaller residential and commercial development.

1410 Ellsworth Industrial Blvd. – 3.5 acres rezoned for single family residential use.

Introduction to Brownfields

Brief Introduction to Brownfields

To put it simply, a brownfield is a general term that applies to any property where soil or groundwater is contaminated with industrial chemicals, petroleum, or human waste. Brownfields are present everywhere and the contamination may not always been created by the present use or user. Most commonly, brownfields include gas stations, automobile service centers, agricultural operations, dry cleaners and manufacturing operations, all of which are prevalent in West Atlanta.

Brownfield Redevelopment is important because:

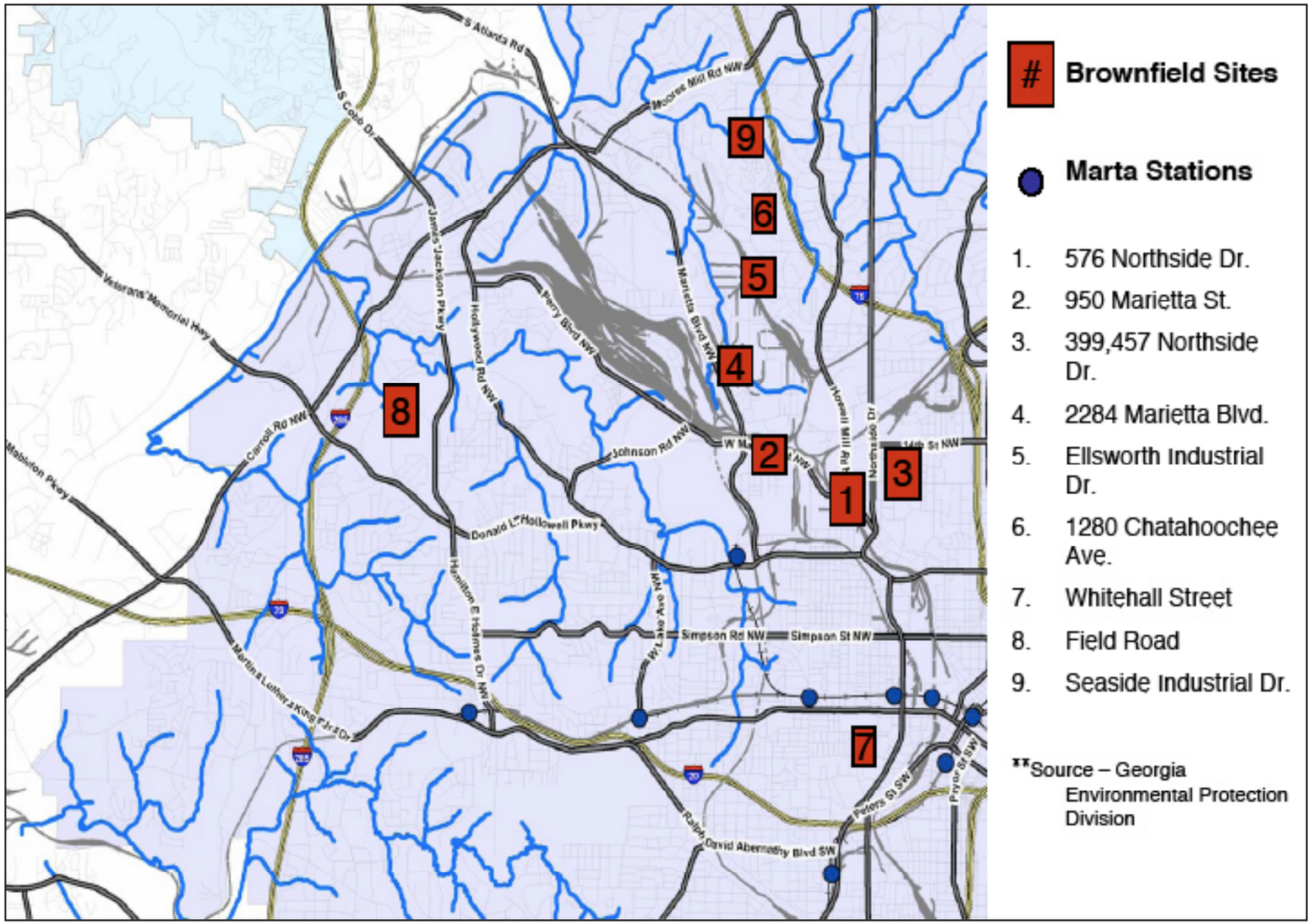
- It recycles old, under-used property to more beneficial uses.
- It helps to clean the environment.
- It creates jobs.
- It takes advantage of existing sewers and roads.
- It improves the value of the properties around it.

Despite growing interest and initial success some communities have experienced in redeveloping brownfields, many barriers remain. Uncertainties regarding liability and cleanup costs have discouraged potential developers from reusing old industrial sites. As a result, many brownfield sites remain abandoned, often presenting an eyesore or potential health hazard to the surrounding neighborhood.

Cleaning up and redeveloping brownfields provides numerous environmental, economic and community benefits including:

- expediting the cleanup of thousands of contaminated sites;
- renewing local urban economies by stimulating redevelopment, creating jobs and enhancing the vitality of communities; and
- limiting sprawl and its associated environmental problems such as air pollution, traffic and development of rapidly disappearing open spaces.

Westside Atlanta Brownfields



**Brownfield Sites**

Marta Stations

1. 576 Northside Dr.
2. 950 Marietta St.
3. 399,457 Northside Dr.
4. 2284 Marietta Blvd.
5. Ellsworth Industrial Dr.
6. 1280 Chatahoochee Ave.
7. Whitehall Street
8. Field Road
9. Seaside Industrial Dr.

**Source – Georgia Environmental Protection Division

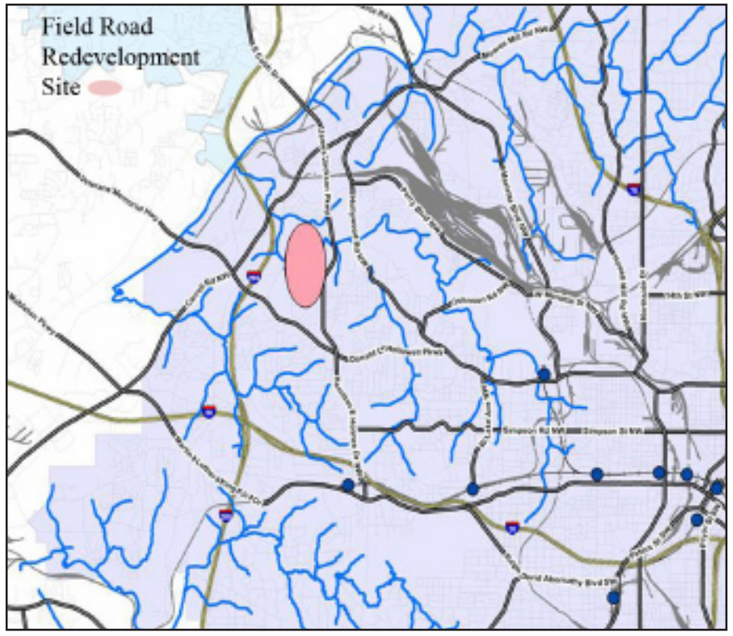
Current Brownfield Designations

To date, there are 170 brownfields projects throughout the state, resulting in over 2,000 acres undergoing millions of dollars of voluntary cleanup with minimal expense to state taxpayers. The City of Atlanta has 46 sites on the Hazardous Site Inventory, 19 of which are located in the present study area. Each of these sites is in various stages of cleanup and redevelopment and reveals a strong interest in reviving the economic viability of West Atlanta. Closer inspection of the locations of these designated sites identifies specific areas of West Atlanta that developers have targeted for primarily residential redevelopment in previously industrial areas. Mapping these sites reveal that, so far, most of the brownfield rehabilitation has occurred to the north of the rail lines for various socio-economic reasons. Although some of the designated sites are concentrated in certain areas, the "scattershot" locations of many designated properties demonstrate that the Georgia Hazardous Site Reuse and Redevelopment Act could be used more efficiently to address under utilized areas. The appendix of this survey contains additional information about identifying and addressing the numerous brownfields that are plaguing West Atlanta.

Leaking Underground Storage Tanks

Another environmental concern plaguing the Westside is leaking underground storage tanks. (LUSTs). Acknowledging this problem, the Georgia General Assembly enacted the Georgia Underground Storage Tank Act to allow for regulation and supervision of this potentially life-threatening problem. Underground storage tanks are one of the top-ten sources of groundwater contamination in Georgia. Tanks are a major source of contamination because of their location relative to drinking sources and the number and size of tanks. Leaking underground storage tanks (USTs) pose a grave threat to America's and Georgia's groundwater. Gas stations, industries and other entities use USTs to hold toxic material such as gasoline and oil. They contain dangerous substances, including benzene, toluene and heavy metals that can cause cancer, harm developing children and the human reproductive and nervous systems. As their walls corrode, USTs can silently leak toxins into our drinking water supplies, homes and businesses, threatening communities.

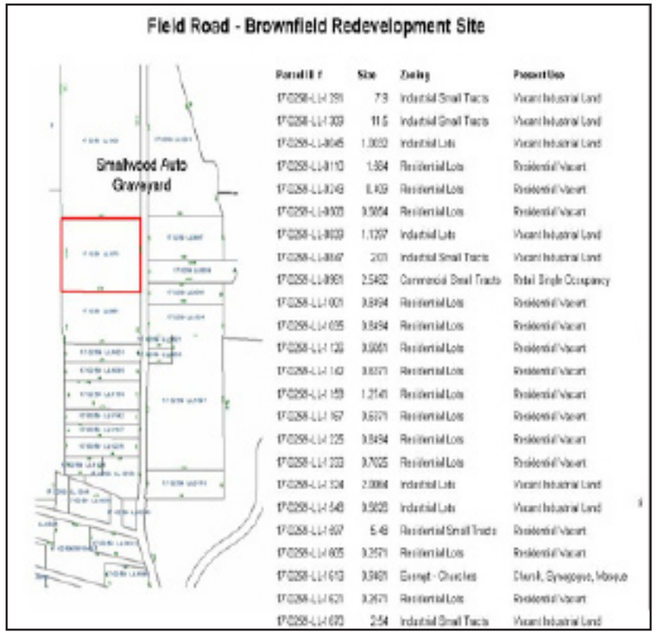
The nation has 680,000 USTs and a backlog of 130,000 cleanups; 9,000 new leaks are discovered annually. Chemicals from USTs can quickly pollute groundwater. Drinking water contaminated with toxic materials and heavy metals can cause cancer, harm developing children and the human reproductive and nervous systems. One pin-prick sized hole in an UST can leak 400 gallons of fuel a year and contaminate countless amounts of groundwater. More than 100 million people drink groundwater in states where delayed cleanups threaten groundwater quality. There are over 40 LUSTs listed in the 30318 ZIP Code alone.



Smallwood Auto Parts on Field Road

Field Road Recommendation

One example of the numerous areas of Westside Atlanta that is ripe for redevelopment and utilization for another purpose is Field Road. Field Road is easily accessible from Donald E. Hollowell Drive and is proximal to I-285 and the Gun Club Road Landfill/Lincoln Cemetery area of Westside Atlanta. Additionally, the former Bowen Homes Development backs up to Field Road. At present, Field Road is divided into 21 parcels of varying size with 12 different owners. Smallwood Auto Parts and Lamb of God Baptist Church are the properties with existing uses.
The Watts Road Landfill has been closed and has been placed on the Hazardous Site Inventory. The landfill has been subdivided into 9 parcels and rezoned to allow for residential and commercial development, once the hazardous materials have been contained or cleaned-up. Watts Road Landfill being designated a brownfield and accomplishing a rezoning prompted an inquiry into the status of the other vacant properties along Field Road. The Smallwood Auto Parts/Graveyard parcels, comprising over 20 acres, will clearly demand brownfield remediation prior to being put to a different use, but the scenic vistas of Atlanta and the natural growth present on the undeveloped and vacant parcels of Field Road make the area prime for redevelopment. Additionally, the minimal number of land owners and the rezoning and brownfield designation of the Watts Road Landfill will make the area a target for large-scale redevelopment. Interested community members need to be cognizant of brownfield redevelopment in their area if they want to have any input into shaping the future of the site. Field Road is an ideal location for a variety of uses, but it may represent the greatest opportunity for Westside Atlanta to implement mixed-use/mixed-income development, greenspace preservation, and economic development all in one central location.



Waste abandoned outside the gates of the former Watts Road Landfill on Field Road.

Westside Atlanta Brownfields

Field Road looking towards Smallwood Auto Parts.

Gun Club Road Landfill Redevelopment Site.

Westside Atlanta Brownfields

Field Road & Greenspace Connectivity to Gun Club Road Landfill Site

Another positive attribute of the Field Property is its proximity to the Gun Club Road Landfill site and other undeveloped properties. This area presents a tremendous opportunity to preserve greenspace, incorporate recreational opportunities, and promote alternate modes of transportation. The Gun Club Road Landfill was closed in 1998 and comprises over 110 acres of developable land. The methane generated annually from the site has been contained and the vinyl chloride threat has been reduced to levels well within the EPA standards. Many potential uses have been proposed for the site, the most recent was for a golf course. The City of Atlanta, which owns the property, could not come to an agreement with the golf course developers and the future of the site is somewhat cloudy. City of Atlanta employees, who wish to remain anonymous, revealed that the latest anticipated use is for a large-scale recreation center with athletic fields to accommodate many different athletic endeavors. This anticipated use, coupled with the site's proximity to Field Road and the uncertain future of the Bowen Homes development, all support the remediation/redevelopment of Field Road and an attempt to incorporate surrounding undeveloped land into a unified system. The properties identified on the accompanying map identify parcels that would be ideal for municipal parks, a school-site, mixed-use development and a recreational center all within walking distance of each other. The untapped potential for this area and the outside pressure from developers suggests that this area should become a "jewel of the Westside".

Environmental and Brownfield Redevelopment Resources

- Georgia – Environmental Protection Division
- EPA – Brownfields and Revitalization Division
- Trust for Public Land
- Urban Land Institute
- Fanning Institute – University of Georgia
- Sustainability in Action

CONCLUSION

	Short Term Goals	Mid Term Goals	Long Term Goals
Land use & urban design	* Establish a physical framework for economic and residential development in the Westside through zoning. * Establish a organizational framework through which the local communities can exert influence upon the development process * Disseminate knowledge of potential tools and incentives available for community as well as points at which they can find out more.	* Streamline development incentives into a more cohesive and easily customized template that covers the entire lifetime of a development project. * Monitor the results of and continue to adapt short term goals as needed.	* Streamline and improve community involvement and influence in the development of the Westside Utilize zoning and finance tools in conjunction with each other to bring into being the community's vision for the future development of their homes.
Transportation	* Participate in the Transit Planning Board's public comment period from now until May 2008. * Participate in the City of Atlanta's Comprehensive Transportation Plan (called Connect Atlanta). Public workshops will be held January-April 2008.	* Ensure progress with the MARTA rail extension * Encourage politicians to work to make public transportation more regional * Coordinate with groups in Cobb County to ensure that there is a synergy of voices toward expanding public transportation	* Advocate for transit funding at the state level * Ensure that Transit Oriented Development is being planned for stations that are in your area.
Transportation	* Report truck traffic violations to the Atlanta Police Department * Contact the City of Atlanta's Office of Transportation or a City Councilmember with specific transportation concerns – truck route signage, intersection improvements, etc. * Use the descriptive typology to guide the physical reconfiguration of the roadways during redevelopment and improvement efforts (also mid- and long-term actions). * Reconcile the GDOT and COA functional street classifications through the Connect Atlanta planning process. * Become involved with City of Atlanta, GDOT, and ARC planning activities. * Incorporate concepts of the street typology into Community Benefits Agreements. (also mid- and long-term actions)		
Transportation	*Comprehensive Transportation Plan is currently under development. Offers opportunities for public involvement		

CONCLUSION

APPENDIX

APPENDIX

Westside Atlanta Community Assets

- Population density is an asset near the eastern portion of the study area. It can support new development.
- Presence of several MARTA train stations
- Proximity to downtown Atlanta
- Close to sports facilities
- Wonderful traditional single family neighborhood character that needs to be preserved
- Historic Buildings e.g. Carnegie Library on D. L. Hollowell Parkway
- Shady pocket parks in neighborhoods with houses that face onto these parks
    - Neighborhood “eyes on the Pocket Parks” creating a safer environment
- Strong community leaders and City Council Representatives
- Strong Community and Legal Support System
    - Georgia Standup
    - Legal Aide Georgia
    - AHAND
    - CDC’s
    - Georgia Conservancy

Westside Atlanta Community Challenges

- Lack of retail and large chain grocery stores in the area;
- Concerns about slow police response times for burglaries;
- Lack of affordable and accessible housing;
- Bowen Homes, Bankhead Courts, and Hollywood Courts are closing in the study area, and many community members are being relocated--community concern that vouchers are handed out with little guidance in meeting the challenges of relocation and reaching jobs in the city from new locations.
- New infill houses are being built in single family neighborhoods are incompatible in scale and architecture with existing housing.
- Lack of affordable housing near the University area for students and educators;
- Lack of mixed-use, condominiums, and apartments near the University area;
- Not enough greenspace on the south side of the study area- under utilized greenspace on the north side of the study area;
- Sidewalks not adequate or in disrepair;
- Lack of MARTA bus shelters; and
- MARTA buses do not continue downtown- they stop only at the MARTA train stations.

Westside Atlanta Community Vision

- Affordable housing for the poor and the very poor;
- Accessible housing for the physically challenged;
- Pedestrian-friendly streetscapes throughout the Westside;
- Additional MARTA bus shelters spaced along routes;
- MARTA bus routes that carry riders into the city and not just to MARTA stations;
- Case sensitive relocation by AHA of each individual/family having to move from the Public Housing Projects scheduled to be demolished and redeveloped;
- Character of single family neighborhoods preserved, not just selected houses or public buildings;
- Density around retail and commercial areas, leaving existing single family residential areas intact and buffered from these areas;
- Mixed-use developments on the main roads and at busy intersections;
- Blighted areas along main thoroughfares cleaned up
- Truck routes clearly defined and enforced;
- Quality grocery stores;
- Parks maintained and safety policies enforced;
- Additional greenspace added to area, with emphasis on access to the new Westside Park and its proposed amenities; and
- Cleanup of old industrial sites and environmentally unsafe areas.

Community Assets, Challenges & Vision

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Housing in Greensboro as a Model for Atlanta

Habitat for Humanity and the City of Greensboro, North Carolina have initiated an affordable housing program called “Housing Greensboro.” Under this program housing acquired by the City is renovated using Habitat’s building model, utilizing Habitat supervisors and volunteers and minimizing costs. This business model is helping to rehabilitate neighborhoods and Increase the number of affordable housing hard units within Greensboro.

There are many houses on the Westside of Atlanta that have been neglected by absentee landlords and are slated to be condemned if they are not renovated in the near future. The AHA and the City of Atlanta could look at partnering with each other as well as non-profit organizations to buy and rehabilitate existing housing stock which could then be sold to qualifying individuals or families who would live in the houses. The rehabilitated houses could not be used by the new owners as rental housing. All profits from the partnership’s sale of housing stock would be reinvested into renovating other houses which are then sold under the same guidelines, creating a sustainable business model.

Mixed-income, mixed-use housing developments could include non-profit partners, such as Habitat for Humanity. In Greensboro the Storegate Crossing mixed-income housing development allowed Habitat to building 75 units and for-profit builders built 30 units. All housing units were visually compatible from the street. Garages and chimneys were the only visible exterior details absent from the Habitat houses.

Habitat for Humanity in Greensboro, North Carolina is beginning to build attached housing. A popular design model includes four attached units with garages incorporated into the total design. There are security and accessibility requirements built into the design as the units are often one story and access comes directly from the attached garages or shared interior courtyards.

Additionally, the Greensboro Habitat for Humanity has partnered with “Kaboom,” a national non-profit organization that builds playgrounds in low-income neighborhoods. Atlanta could take advantage of this strategy to include park and playground amenities within the mixed-use redevelopment of the public housing projects. The “Kaboom” program involves the neighborhood in the construction of the playground. The building takes place in one day and is orchestrated as a celebration. A lot of positive press is generated while a top quality playground is built by community volunteers and Kaboom supervisors.

The Greensboro, North Carolina Habitat for Humanity also partners with the Greensboro Urban Ministry to help keep low income homeowners with housing upkeep. As much as $3,500 to $18,000 may go to qualifying homeowners toward repair or renovation of their homes. The repairs are based on the Habitat for Humanity model to allow volunteers to conduct the repairs and keep costs low. Any repair costs that exceed $3,500 and cannot be paid back by the homeowner go into a lien on the house, so that Habitat or the Urban Ministry can recoup some of their costs. All proceeds go into repairing more housing.

The Greensboro Urban Ministry runs an additional program called “Project Independence.” Clients enter the Project Independence program to begin a two-year process of moving from homelessness to independence. Despite the AHA’s successful programs with similar goals, there are many churches within the Westside that could create additional programs to help the homeless. Existing organizations, such as Georgia Standup could serve as resources for church and community leaders in forming legal coalitions of Westside churches.

Example of Successful Housing

An understanding of relevant policies at the federal, state, regional and local level is important to enable the community to participate effectively in the planning processes at various levels. This section seeks to provide an overview of local and regional planning processes and the avenues available for the community to participate in these planning efforts.

ARC Transportation Planning Process

ARC adopts a long-range Regional Transportation Plan (RTP) every four years and a six-year Transportation Improvement Program (TIP) annually. Envision-6 is the current update to the RTP. As the federally-designated Metropolitan Planning Organization (MPO) for the 18-county Atlanta region, the Atlanta Regional Commission (ARC) develops regional plans and policies to enhance mobility, reduce congestion and meet air quality standards. ARC's planning process includes the following major areas:

- Stakeholder involvement
- Project Prioritization
- Updated Regional Goals and Policies (RDP-RTP)
- Update Regional Needs Assessment
- Unified Growth Policy Map
- Regional Strategic Transportation System
- Forecasts of Population, Employment and Funding

Envision-6 is organized into three broad priority areas:

1. Manage Current Assets
2. Manage Demand
3. Strategically Expand

The total funding of $67.1 billion is distributed into the three funding areas - $39.7 billion for manage current assets, $2.1 billion for manage demand and $25.3 billion for strategically expand.

Although the manage demand priority area has a funding of only $2.1 billion, it is considered the second highest priority ahead of strategically expand. Managing current assets is considered highest priority because deferring any maintenance of existing facilities results in higher long-range costs. Demand management programs such as ridesharing and bicycle programs are expected to provide cost-effective reductions in congestion. If the first two priority areas fail to meet the needs of the region, the final step is to expand the system.

Bicycle and Pedestrian projects and the LCI program are two major components of the Managing Demand priority area.

Policy Implications related to ARC Processes

Beginning July 1, 2007 all newly adopted RTP's are required to comply with federal SAFETEA-LU regulations. The SAFETEA-LU legislation has identified eight planning factors that guide the transportation planning activities of metropolitan planning organizations. These factors are:

- Support economic vitality of the metropolitan area
- Increase the safety of the transportation system
- Increase the security of the transportation system
- Increase accessibility and mobility of people and freight
- Protect and enhance the environment
- Enhance the integration and connectivity of the transportation system
- Promote efficient system management and operation
- Emphasize the preservation of the existing transportation system

ARC has used this framework to develop a set of four major goals:

1. Improve accessibility and mobility of all people and freight
2. Encourage and promote the safety, security and efficient development, management and operation of the surface transportation system
3. Protect and improve the environment and the quality of life
4. Support economic growth and development

ARC has identified a set of objectives to meet each of these goals.

Regional Development Policies
The Regional Development Policies (RDP) provides guidance to the future development decisions in the region. RDP policies serve as recommendations for local governments in the region. The policies' focus falls into four major areas:

1. Developed Area Policies
2. Housing and Neighborhood Policies
3. Open space and Preservation Policies
4. Coordination Policies

Regional Transportation Plan Policies
ARC's RTP policies are categorized into the following areas: air quality, transportation demand management, bicycle/pedestrian, transit, environmental justice and roadway/managed lanes. Policies are identified within each of these areas. For example, "Accelerate Fleet Conversion to Cleaner Vehicles" is an air quality-related policy, while "Preserve, modernize and integrate existing transit systems" is a transit-related policy.

Project Prioritization Policies
The project prioritization policies are discussed in the following section.

Policy Resources

ARC RTP/TIP Project Evaluation, Selection and Prioritization

In 2006, ARC Board adopted Federal Funding Decisions Framework. The framework provides guidance to prioritize projects for federal funding and incorporates:

- Governor's Congestion Mitigation task Force (CMTF) recommendation to base the project selection process that weighs congestion mitigation at 70 percent.
- ARC Board's direction to develop a multimodal plan that support improved integration of transportation and land use planning.

The following components are used to estimate how well each project meets regional goals:

- Recurring delay
- Non-recurring delay
- Environmental Impact
- Regional Development Plan policy support

The measures of congestion that are used in project evaluation are daily congested hours, total vehicle delay and travel time (free-flow & congested). The impact of each project is evaluated at the corridor level, where corridors are half-mile buffer for roadway capacity projects and 1 mile buffer for new interchanges/ alignments.

The project prioritization methodology uses three dimensions of congestion – intensity, duration and extent. The travel demand is used to calculate measures for these three dimensions for each project. The corresponding evaluation measures are listed below:

- Intensity – Project Corridor Peak Period Delay
- Duration – Project Corridor Congestion Hours
- Extent – Project Corridor Vehicle Delay

Transit projects are evaluated using FTA's SUMMIT software to perform user benefits analysis. SUMMIT uses data from the regional travel demand model. Generalized cost of all trips was calculated for the "Baseline Scenario" and the "Alternative Scenario". In addition, User Benefit Hours measure is calculated for the alternative scenario.

The highway congestion caused by non-recurring incidents is also factored into the evaluation process. ARC used only the crash data to analyze the incident component. Crash rates on the routes within each project's limits are used to rank projects.

A total of fifteen percentage points is allocated to evaluation of the environmental impacts of projects. Each project is evaluated based on its overlap with six environmentally-sensitive area types. The six area types that are considered are: wetlands, floodplains, historic resources, parks, water bodies and small area supply watersheds.

The final fifteen percent of the project prioritization score is based on the conformity to ARC's Regional development Plan (RDP). The evaluation is based on nine objectives that reflect the policy goals of the RDP. The nine objectives are:

- Transit accessibility
- System management
- Connectivity between activity centers
- Supports grid network
- Supports regional ITS architecture
- Supports bicycle/pedestrian plan
- Preserves existing character
- Coordination with local land use planning

Public Participation

ARC provides public notice of a review and comment period through Fulton County Daily Report, its Web site and through other print and broadcast media. Residents and groups who express interest by attending meetings or request to be kept informed, receive information about upcoming meeting and may specifically be invited to participate. ARC maintains an extensive contact list, which is updated on a regular basis. The contact list is the main source of gaining access to participation in ARC planning process. ARC utilizes several ways to communicate with the public including public meetings, workshops, charrettes, focus groups and citizen advisory committees.

Policy Resources

City of Atlanta is in the process of developing a long-range comprehensive development plan – the new plan is known as Atlanta Strategic Action Plan (ASAP). The planning process includes a set of Partial Updates that would be used as building blocks for the full document that is expected to be ready by October 2009.
City of Atlanta's Capital Improvement Program (CIP) covers a five-year period. The CIP recommends how the projected revenues over the next five years should be used. The CIP covers both infrastructure and services that the City government owns and has responsibility for. The CIP identifies specific improvements to city infrastructure and facilities needed to support and implement the comprehensive development plan.

Public Participation

City of Atlanta held a series of public meeting to prepare its current Partial Update for ASAP. As previously mentioned, the full ASAP document is expected to be complete by October 2009 – subsequent Partial Updates should provide opportunity for additional public participation. In addition, projects can get included into ASAP through amendments.

A description of how projects get included into CIP illustrates the connection between public participation, the Capital Improvement Program and the City's comprehensive development plan (CDP): Projects are first identified in Corridor Studies or Area Studies. A Corridor/Area Study document is adopted by the City Council. The study is included into the CDP via an amendment. Capital Improvement projects are added to the CDP. City departments search for funding for projects listed in the CDP. The projects for which funding is found are added to the CIP.

Tax Allocation Districts (TADs)

The Atlanta Development Authority (ADA) manages the tax allocation districts (TAD) for the purpose of publicly financing certain redevelopment activities in underdeveloped areas. TADs can be used to achieve several objectives including: community revitalization and creation of sustainable affordable housing. There are ten TADs in the City of Atlanta. Three of these TADs fall in the study area – Perry Bolton TAD, Beltline TAD and Westside TAD.

The steps in the TAD creation process are as follows: The process starts with developer and ADA staff meeting to discuss project overview and scope. If ADA finds the project to be consistent with its goals, the developer is required to complete and submit the TAD application. ADA evaluates the application, performs a financial analysis and then presents the project to a community advisory board. The community advisory board makes recommendations in support of or against the project. For approved projects, the developers are required to enter into a Developer Agreement with the City and ADA. The conditions of the Developer Agreement must be approved by the ADA Board. Finally, the City Council must approve the full bond document and funding amounts before tax allocation bonds can be sold.

City of Atlanta Comprehensive Transportation Plan

In November 2007, the City of Atlanta kicked off development of its first Comprehensive Transportation Plan (CTP). The development of the CTP intends to use a balanced, multi-modal transportation approach while seeking to connect transportation strategies and infrastructure to jobs, land use and recreational facilities. The development of CTP provides an excellent opportunity to make the City aware of transportation needs of the study area.

The development of CTP is divided into six phases –

1. Project Management and Kickoff,
2. Inventory of Existing Conditions,
3. Visioning and Evaluation Framework,
4. Assessment and Analysis,
5. Recommendations and Implementation and
6. Final Documentation.

The City has proposed a detailed public involvement program – the Public Involvement Plan. The study seeks public involvement in each phase of the study process. The public involvement plan has three primary goals. First goal is Visibility and Openness – the information about the CTP would be disseminated to the broadest possible audience. Second goals is Accessibility – the purpose of the goal is to ensure that public meeting are held at easily accessible locations and participants are provided up-to-date materials. Third step is Collaboration – the City seeks to establish and maintain cooperative partnerships with agencies and groups that have a specific interest in transportation.

Developments of Regional Impact

Developments of Regional Impact (DRIs) are large-scale developments that are likely to have regional effects beyond the local government jurisdiction in which they are located. The Georgia Planning Act of 1989 authorized the Department of Community Affairs (DCA) to establish procedures for review of these large-scale projects. These procedures are designed to improve communication between affected governments and to provide a means of revealing and assessing potential impacts of large-scale developments before conflicts relating to them arise. At the same time, local government autonomy is preserved since the host government maintains the authority to make the final decision on whether a proposed development will or will not go forward.

Local Government Role
The local government role related to DRIs involves the following:

- Identifying potential DRIs as part of the local development review process. Examples of activities triggering the process include rezoning s and issuance of development permits or building permits.
- Notifying the Regional Development Center (RDC) of all potential DRIs for intergovernmental review.
- The local government is strongly encouraged to take the findings of the RDC into account when making a decision to approve, approve with conditions, or deny a proposed DRI.

Regional Review Process
The intergovernmental review process for each proposed DRI consists of the following:

- The regional development center distributes a summary of the proposed development to other affected local governments and public agencies, asking for their comments.
- The regional development center evaluates the likely impacts of the proposed development and determines whether the development is consistent with the regional plan and the plans of affected local governments.
- Based on the evaluation of impact and comments received from affected parties, the regional development center determines whether the proposed development is in the best interest of the region and notifies the host local government of its finding.

Developments of Regional Impacts & Funding Sources

Sources of Funding

The federal bill that authorized the current transportation funding is called SAFETEA-LU. After the authorization of this bill, US DOT allocates funding to states. At the beginning of each federal fiscal year, GDOT receives the amount of federal funding available for Georgia. GDOT then allocates funds to counties, cities and regions within the state.

Agencies such as GDOT and ARC make spending decisions for a specific category of federal funds. Most sources of federal funds require a match from the project sponsor. Some of the categories of federal funds that flow through GDOT are: National Highway System; Interstate Maintenance; Highway Safety Improvement Program (HSIP); Safe Routes to School. The main sources of federal funds to ARC are Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) Improvement Program.

The state funding sources are the Motor Fuel Tax funds and Fast Forward Bond Program funds. Sources of local funding can be taxes, general funds or special options taxes (SPLOST).

Brownfields- Legal Implications & Public Policy Considerations

Introduction to Brownfields

A brownfield is a general term that applies to any property where soil or groundwater is contaminated with industrial chemicals, petroleum, or human waste. Brownfields are present everywhere and the contamination may not always been created by the present use or user. Most commonly, brownfields include, but are not limited to gas stations, automobile service centers, agricultural opera¬tions, dry cleaners and manufacturing operations, all of which are prevalent in West Atlanta. EPA's Brownfields Economic Redevelopment Initiative is designed to empower States, communities, and other stakeholders in economic redevelopment to work together in a timely manner to prevent, assess, safely clean up, and sustainably reuse brownfields. EPA's Brownfields Initiative strategies include funding pilot programs and other research efforts, clarifying liability issues, entering into partnerships, conducting outreach activities, developing job training programs, and addressing environmental justice concerns. In order to protect the public health, safety, and well-being of its citizens and to protect and enhance the quality of its environment, the State of Georgia has declared it to be the public policy of the state to encourage the clean up, reuse, and redevelopment of properties where there have been releases of hazardous waste, hazardous constituents, and hazardous substances, into the environment.

The Problem with Brownfields

State and/or federal laws require many property owners to clean up contaminated soil and groundwater, but many other contaminated properties don't fall under any regulatory authority that can require cleanup. Additionally, many properties have been abandoned and there is no individual or entity that can be located and held responsible for the costly clean-up of a contaminated property. Many brownfields are abandoned or underutilized because cleanup could be expensive and someone could sue the owner for damages when they take steps to alleviate contamination. To help address these issues and in an effort to restore these properties to support an economically viable use, many states have enacted brownfields laws or legislation. Brownfields laws streamline cleanup and improve redevelopment prospects.

Federal Brownfields Legislation

Brownfield sites raise a number of legal, financial and technical concerns for current or prospective owners. The federal Comprehensive Environmental Response, Compensation and Liability Act ("CERCLA" or "Superfund") imposes strict, joint and several liability for the full cleanup costs on past and current owners or operators of the contaminated property, among other parties. While EPA first pursues those parties responsible for the pollution, present owners may get stuck with part or all of the cleanup costs even if they did not cause the problem. Present owners may therefore be reluctant to perform the investigations necessary for sale and development because of the possibility of uncovering site contamination, which could result in their incurring liability for full cleanup costs.

All sites reported to EPA as potential Superfund candidates are entered into CERCLIS. Historically, EPA maintained information about these sites in the CERCLIS inventory regardless of their status, including sites where it was determined that no further Federal Superfund interest was warranted. This practice led to unintended barriers to the redevelopment of these properties specifically because sites listed in CERCLIS are often automatically considered risky by the lending industry, making it difficult for potential purchasers to secure loans to develop these properties. As a result, potential developers may shy away from these properties simply because they are in listed in CERCLIS.

Westside Atlanta - Federal Superfund Sites

EPA ID	Site Name	Address
GAD051010205	A&D Barrel & Drum Co.	647 Bankhead Ave. NW
GAD980556781	Estech General Chemicals	1551 Marietta Rd.
GA0000064865	Herndon Homes	511 John St. NW
GA0001758192	Paul Avenue Contaminated Soil	Paul Ave.
GAD003265550	Schneid I Inc.	1429 Fairmont Ave. NW
GAD984288191	Southern States Landfill	Bolton Rd. & Collins Rd.
GAD984279166	Stillhouse Road	3265 Stillhouse Rd. NW
GAD003267192	Zep Mfg Co.	1310 Seaboard Industrial Blvd.
GAD094066859	Colonial Printing Ink Co.	470 SW Parkway
GAD078107539	Johnson Controls Inc.	4605 Fulton Industrial Blvd.

Brownfields Legislation in Georgia

Georgia's equivalent of a brownfields law is the Georgia Hazardous Site Reuse and Redevelopment Act. The Georgia Hazardous Site Reuse and Redevelopment Act has the stated goals of: returning idle property and infrastructure to productive use, improving local tax revenues, returning jobs to city centers and industrial areas, renewing blighted communities and reducing urban sprawl. The Georgia Hazardous Site Reuse and Redevelopment Act attempts to accomplish these goals by limiting a brownfield purchaser's liability associated with present contamination in return for site investigation and soil cleanup. The soil contamination must be cleaned up to meet state standards and liability for groundwater remains with the seller, not the purchaser.

Designated Brownfields and Superfund Sites on the Westside

Address	Size	Proposed Use
576 Northside Drive	2.39 Acres	Type 1 – Residential
1380 West Marietta Street	3 Acres	Type 1 or 2 Residential
1401 Ellsworth Industrial Drive	3.6 Acres	Type 1 Residential
1275 Ellsworth Industrial Drive	5.77 Acres	Type 1 or 2 Residential
1280 Chatahoochee Avenue	8.98 Acres	Type 1 Residential
2284 Marietta Boulevard	2 Acres	Type 1 Residential
627,639,641 Whitehall Street	1.5 Acres	Type 3 or 4 Residential
950 Marietta Street	10.91 Acres	Type 1 or 2 Residential
1410 Ellsworth Industrial Drive	3.5 Acres	Type 1 Residential
Field Road Property – Parcel B	4.65 Acres	Type 1 Residential
921-951 West Marietta Street	2.48 Acres	Type 1 or 2 Residential
465 Peters Street	1 Acre	Type 2 Residential
1375 Seaside Industrial Drive Parcel 1	3.12 Acres	Type 1 or 2 Residential
1375 Seaside Industrial Drive Parcel 2	6.97 Acres	Type 1 Residential
1460 Ellsworth Industrial Blvd.	3.6 Acres	Type 1 Residential
1429 Fairmount Avenue	4.75 Acres	Type 1 or 2 Residential
399,457 Northside Drive	8.59 Acres	Type 5 – Non-Residential
1600 Ellsworth Industrial Drive	16.45 Acres	Type 4 – Non-Residential

Georgia's Hazardous Site Reuse & Redevelopment Act

Brownfield cleanup is voluntary. Buyers volunteer to clean up properties using their own money in exchange for becoming partners with the state's Environmental Protection Division (EPD). The EPD recognizes that brownfield cleanups won't happen unless they assist the developer achieve its redevelopment goals so the Georgia Hazardous Site Reuse and Redevelopment Act provides property tax benefits that allow for cost recovery. For a property owner or purchaser to initiate the process, the property must have a contaminant release, the applicant must not have been responsible for the release, pay the application fee of $3000 and create a Corrective Action Plan for soil cleanup and/or a Compliance Status Report. After initiating the process, property owner must notify EPD if they find additional contamination on their land. The EPD assesses potential risks to the surrounding community and supervises all aspects of the investigation and cleanup. Sites that need further investigation or cleanup are listed on the hazardous site inventory (HSI) and the state has created a "Superfund" to address the additional needs of these properties.

Recommendations for Addressing Brownfields

Despite all of these efforts, there are countless properties in West Atlanta that will need to take advantage of the Georgia Hazardous Site Reuse and Redevelopment Act in order to revitalize blighted and/or underutilized properties. Perhaps it is only a matter of time or a lack of understanding of the law and environmental liability, but serious time and effort must be invested in addressing the inordinate number of automobile repair shops, out-dated industrial uses, and boarded-up manufacturing facilities along the main transportation corridors in the study area. This process is time-consuming and costly. These factors, coupled with the voluntary nature of initiating brownfield rehabilitation, have impeded any government agency or private entity form identifying all of the potential brownfield sites within the study area, but it is advisable for any concerned party to personally survey existing brownfields in order to participate in the redevelopment of these properties. Field Road is presented as a possible opportunity for redevelopment, but any rehabilitation and redevelopment of a brownfield site should incorporate community involvement.

Conclusion

Brownfield redevelopment is an extremely volatile area of the law and redevelopment policy. Prior to any attempt to act upon or in reliance of the Georgia Hazardous Site Reuse and Redevelopment Act, an interested party must keep abreast of the most recent developments in this area. Further material is available through Georgia's Environmental Protection Division (gaepd.org) and the Georgia Hazardous Site Reuse and Redevelopment Act is available under O.C.G.A. § 12-8-200. It is important to note that the Georgia Hazardous Site Reuse and Redevelopment Act only applies to privately owned properties, so many other sites (IE: Bellwood Quarry and Mattox Park) that are under state or local control are not identified on the HSI, but entail extensive environmental remediation.

Brownfields